THE MONETARY TIMES

PORTFOLIO EDITION . . . . . .

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A Historical S

WHEN, in the Middle Ages, kings and emperors, in lust of conquest and in pride of power, were stifling the enterprise and crushing the liberties of their peoples, the Hanseatic League in the north, and the Venetian Republic in the south of Europe, kept alive the spirit of freedom and of enterprise. When the Western World was discovered the Hansa Commercial League had been for two centuries a power in Northern Europe, while the influence and sway which the Republic of Venice had acquired may be inferred from the circumstance that one of its Doges was presented, a century or two before, by Pope Alexander III., with a ring with which he was commanded to wed the Adriatic Sea, "that posterity might know that the Sea is subject to Venice as a bride is to her husband." Says Helen Zimmern, in her *Story of the Hansa Towns*: "It was then that the cities of Germany, as well as those of Northern Italy, acquired that remarkable independence, that rapid, splendid commercial and intellectual development that raised them to the condition of almost autonomous communities, and made them the wonder, glory, and pride of the Middle Ages."

The bond of a common interest, that of trade, bound together the proud, rich City of the Lagoons and the less powerful but by no means poor cities of Southern Germany. And at the time of their sorest need, when, at the beginning of the sixteenth century, the Pope, the Emperor of Germany and the kings of France and Spain were leagued against the Republic of Venice, the proud Venetians called upon their German friends for sympathy, and did not call in vain. At the era of Columbus, however, the Republic of the Doges had already begun to decline, although the League of the Hansa, which soon afterward was to feel the power of altered times and conditions, had not begun to decay.

The spirit of discovery and of commercial enterprise, stimulated by the letters of the navigator, Marco Polo, written about the thirteenth century, was gradually growing. The Portuguese were among the first to seek to prove the weird imaginings of ancient writers and mediæval navigators. Travellers to distant Asia by land had brought back fabulous accounts of its wealth, and the faith of those who believed that the fabled East was to be reached by sailing westward from Spain was soon to be put to the test. Christopher Columbus, the Genoese, had himself visited, by 1450 or 1460, England, "Ultima Thule," or Iceland, the coast of Guinea, and the Canary Islands. "Wherever ship has sailed," he writes, "there have I journeyed." Full of this idea of a rich

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continent to the westward, he began in 1474 his applications to the Courts of Genoa, of Portugal, of England, to no purpose. At last, in 1492, he got the ear of Isabella and her consort Ferdinand of Spain, and on the 3rd August in that year behold him with a flotilla of three vessels, leaving Palos with the avowed aim of finding the marvellous island of Cipango, or Japan, and of converting to Christianity—a devout man was Columbus—the Great Khan of Tartary! He found America, instead.

Other navigators, of other nations, were at this time not slow in braving the dangers of the seas on like errands of discovery. Vespucci, the Italian, who landed on the Venezuelan coast—John and Sebastian Cabot, Englishmen, who discovered Newfoundland and Florida—Cortereal, the Portuguese, who explored the coasts of Labrador and New England—Denys and Aubert, Frenchmen, who sailed up part of the Gulf of St. Lawrence—Verrazzani, a Florentine, who gave the name of New France to Nova Scotia and the Carolinas, in honor of his patron—all these performed, between the years 1493 and 1524, the labors which have made their names famous.

And now we come to Jacques Cartier, that intrepid Breton navigator, who left the port of St. Malo one May day of 1534, and not content with coasting along the shores of Cape Breton and the Baie des Chaleurs, as some of his adventurous countrymen had already done, pushed on up the broad Gulf of St. Lawrence, landed on the shores of Gaspe, erected the cross, and flung to the breeze the fleur-de-lis of old France. He was the true discoverer of Canada. The day of his landing, 24th July, being the date of the festival of Saint Lawrence, the commodore named the river and gulf after that Saint. In his *Ballad of Jacques Cartier*, the late Thomas D'Arcy McGee tells the story of Cartier's coming, and how, after his return to France,

> "He told them of the river, whose mighty current gave
> Its freshness for a hundred leagues to ocean's briny wave;
> He told them of the glorious scene presented to his sight,
> What time he reared the cross and crown on Hochelaga's height,
> And of the fortress-cliff, Quebec, of Canada the key—
> And they welcomed back Jacques Cartier from his perils over sea."

In the balmy days of September, Cartier came, with his little ships, to the Indian village of Stadacona, under the brows of what is now Cape Diamond, and where stands to-day the picturesque, historic city of Quebec. Resting here some days, he pressed on, as the chilling airs of autumn turned the foliage of the forests to gold and crimson hues, to that farther settlement of which the natives had told him, sixty leagues above.

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Leaving his other ships and part of his company behind, he made the passage with the "Emerillon" and two boats to the Lake St. Peter, then so shallow that it was judged safest to leave the ship secured and push on with his boats.

On the 2nd of October, these first European navigators of the great water-way of our country, these "Pioneers of France in the New World," reached the site of what is to-day Montreal, viz., the Algonquin village of Hochelaga, consisting of some fifty huts surrounded by palisades. The friendly natives guided him to the summit of a wood-crowned mountain overlooking the little town. This height he named the Royal Mount, and, as the poet tells it, "He reared upon Mount Royal the fleur-de-lis and cross." As he gazed thence upon the magnificent landscape which to-day, as then, fills the soul with its grandeur and beauty, and as the Indians, with signs and rude diagrams, told of the Great Lakes and rivers far above, we may fancy him—

> "Like stout Cortez, when with eagle eyes
> He stared at the Pacific,—and all his men
> Looked at each other with a wild surmise,—
> Silent, upon a peak in Darien."

In these vast solitudes what thoughts were his? Across the broad Atlantic, in that very year of grace, 1534, Cartier's monarch, Francis I. of France, weathercock of political convenience that he was, kept warring with Charles V. of Germany, and burning Calvinists; Gustavus Vasa was on the throne of Sweden, and Christian II. on that of Denmark; Thomas Cromwell, that Italianized Englishman, was tyrannizing England through Henry VIII. and his ecclesiastical supremacy; in Scotland, James V., loyal to the Romish faith, was hanging or burning priest and layman for reading Tyndall's Scripture and for holding Luther's heretical opinions.

We are not told that Cartier was a politician, though he may have been a devotee, since he inspired the rude denizens of the forest with belief in his supernatural powers of healing. Yet he could not well have foreseen the greater discoveries of Champlain, Marquette and De la Salle, the foundations of Maissonneuve, the marvellous labors of the Jesuits, the plans of Talon, the deeds of Frontenac, the strifes and more peaceful achievements of two great nations in this new world. Still less could he have imagined the Canada of to-day, occupying, and not unworthily, the greater half of the American Continent. Far beyond Stadacona, he was told, "there is a great sea of fresh water, of which there is no mention to have seen the end." Lake Ontario, doubt-

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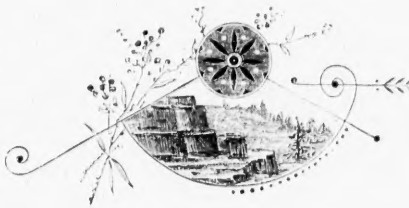

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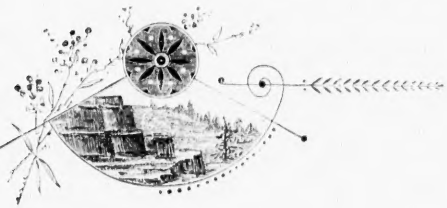
less. But there were greater lakes than Ontario. And the whole range of these great inland seas and their connecting rivers bear in our day a vast commerce, the natural outlet of which to the Atlantic is the St. Lawrence. Seventy millions of modern peoples cover this new world. And of the grain they grow, the forests they hew, the ores they mine, the products of their manifold industry, a great share finds transport on these lakes and down this mighty stream, for distribution to the ends of the earth.

Whatever may be thought of Canada by those outside her borders, who, at a distance, deem her "raw, rough, and democratic," or by those who, nearer at hand and with better opportunities of knowing the truth, still persist in regarding her as of little practical account save for her undeniable geographical extent, we are still proud of our country and have reason for our pride. Canada is inferior to no land in natural resources, which yield wealth to the farmer, the lumberman, the miner, the fisherman, who will rightly ply his trade. We claim for our merchants, our manufacturers, our stock-raisers, our seafaring men, that they are nowhere surpassed in the qualities which command legitimate success. We claim for our method of self-government and our system of education that they afford guarantees for the supremacy of law and the diffusion of intelligence, while maintaining all due regard for the liberty of the subject.

We have here five or six millions of people, equal in enterprise, enlightenment, morals and substantial progress to any in the round world. Does our length of sea coast suggest ships? We have built a million tons. Does our wide extent demand railways? We have made 14,000 miles of them. Do the rapids of our great inland waterways demand canals? We have built the finest system known. Does our trans-Atlantic and trans-Pacific trade demand steamships? We have furnished fleets plying to Great Britain, the Indies, Japan, China. Does commerce require the telegraph? We have constructed 60,000 miles of wire. Has modern invention and enterprise placed within our reach the telephone, the stenographer, the typewriter, the electric light? We use them all. Do the needs of commerce dictate banks, loan societies, insurance companies, joint stock concerns? We have adopted the soundest systems of banking and insurance that human skill can devise. And there is nothing in the whole round of recent invention, discovery, or education, which Canada has not laid under tribute to advance the prosperity of her citizens. What wonder, then, that Canadians are a proud people. Young though we are, we are, truly, "heirs of all the ages, in the foremost files of time."



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THE rapid growth of great towns is a subject full of entertainment. Naturally enough, human interest is stirred at any recital of what has been accomplished by groups of eager, anxious humanity combating the forces of Nature, with their "world-compelling plans" making the desert to blossom as the rose. It might be thought that the United States furnished all the examples of the astonishing growth of communities for manufacture or trade, because that great people is never tired of boasting of Chicago, San Francisco, Omaha in the west, or of Pittsburg, Lynn and Fall River in the east, as specimens of rapid increase, whether of population or of wealth.

Doubtless these places, and many more that might be named in the Great Republic, are marvellous instances of what may be accomplished by the energy of mankind. But progress of this sort is not confined to our American friends: the Anglo-Saxon race, in any quarter of the world, will show similar enterprise when like conditions present themselves. Take the town of Middlesborough, in the north of England, as an example. At the beginning of this century it consisted of a group of four farm houses; in 1831 it had only 154 inhabitants; the opening of railways and docks increased its population to 5,700 in 1841; but the discovery of iron-stone in the Eston Hills surrounding the town site resulted in its being made the principal seat of the English iron trade. In 1881 the population had risen to 56,000, and it has to-day probably 75,000 inhabitants. There are 150 blast furnaces in the district. Its out-put of pig iron exceeds 2,000,000 tons per annum, and the product of steel is immense. Not alone in Europe or America, but wherever the English race penetrates—and where do they not penetrate?—there will be found assemblages of men bent on production or on trade. Australia, South America, South Africa, each has its instances of the rapid rise of communities.

An instance which one needs not be ashamed to quote alongside any that we have named of rapid and sustained growth, is found in the City of Toronto. Two centuries ago, the present site of the city was "a place of meeting" (as the name imports) for Indians and fur traders going back and forth between Lakes Ontario and Huron; and the Marquis de Denonville, Governor of the French colony of Canada, deemed it needful to place a strong guard at *the Portage* "for fear that the English"—then as now more than a match for the French at colonization and trading—"would entirely ruin our trade by the cheaper bargains they could give the Indians." One century later, Canada having passed into the hands of the British, the site of what had

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been the French Fort Rouillé, on which now stands the Toronto Exhibition buildings, contained a British fort, and, according to one writer, a shipyard *(chantier)*. In 1788 the place was known as Fort Toronto, but five years later, according to Dr. Scadding, "its name was altered to York, a change intended to please the old king, George III., through a compliment offered to his soldier son, Frederick, Duke of York."

At this time, says Isaac Weld, a traveller in the wilds of America, the centre of the *beau monde* of Canada was Niagara, across Lake Ontario. That place was the seat of Government and the headquarters of the military in those days. Modern mutations transferred the seat of Government, as well as the centre of military and social life, across the Lake, and from a capital, Niagara has declined to a picturesque but somnolent village, while York, changed back again to "Toronto" in 1834, has expanded into the second city in the British American possessions. At the date of its incorporation, 1834, it could boast only 9,000 inhabitants; in 1847, it contained 21,000. By 1871 it had 56,000; in 1881 more than 86,000, and by the municipal census of 1890 it had 166,000 residents, thus having almost doubled in population in ten years and trebled in twenty years.

The Pass by Toronto, as the route of the French traders between Lake Huron and Lake Ontario was called, doubtless witnessed many an encounter between the Huron or Wyandotte Indians, whose territory lay along Lake Huron and the Georgian Bay, and their fierce enemies the Iroquois. When Champlain, with his Jesuit companions, made that memorable voyage of 1615 to the southern peninsula of Ontario, he went from Ville Marie, or Montreal, up the Ottawa and Mattawa rivers to Lake Nipissing, thence through French River to Georgian Bay (which he called *La Mer Douce*), Penetanguishene, Lake Simcoe, and eastward to the River Trent and Lake Ontario, which lake he crossed to Oswego. In an evil hour for the French colonists and the Jesuit missionaries, Champlain agreed to overtures from the Hurons that he would assist them—and he did assist them—against the Iroquois; from this hour the rage and hate of the Six Nations were tenfold stronger against the hapless Hurons, who within thirty years were reduced in number from a tribe of thirty thousand to a few hundred, which remnant escaped to Quebec. They were driven from the land where for generations they had wandered and hunted, and "*nation detruite*," a tribe exterminated, is their desolate record, as marked upon the maps of the time.

UNION BANK OF CANADA.

Capital Paid up, $1,200,000. | Rest, - - - - $200,000.

HEAD OFFICE, - - - - - - - - QUEBEC.

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Boissevain, Man.	Merrickville, Ont.	Ottawa, Ont.	Toronto, - - - Ont.
Carberry, Man	Montreal, Que.	Quebec, Que.	Winchester, - Ont.
Iroquois, Ont.	Moosomin, N.W.T.	Quebec (St. Lewis St.)	Winnipeg, - Man.

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LIVERPOOL, - -	Bank of Liverpool, Ltd.	ST. PAUL, - -	St. Paul National Bank
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Collections made at all points on most favorable terms. Current rates of Interest allowed on deposits.

THE WESTERN BANK OF CANADA.

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Capital Authorized, - -	$1,000,000	Capital Paid up, - - -	$330,000
Capital Subscribed, - -	500,000	Rest, - - - - - - - -	60,000

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LONDON, ENGLAND: - - - - - - - - - - The Royal Bank of Scotland.

NADA.

$200,000.

- QUEBEC.

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HIER.
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Smith's Falls, Ont.
Toronto, - - - Ont.
Winchester, - Ont.
Winnipeg, - Man.

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F. ALLEN, Esq
A. GIBSON, Esq
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THE PEOPLE'S BANK OF NEW BRUNSWICK.

FREDERICTON, N.B.

INCORPORATED BY ACT OF PARLIAMENT, 1864.

A. F. RANDOLPH, - - - - - - - PRESIDENT
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PEOPLE'S BANK OF HALIFAX.

CAPITAL, : : : $800,000.

Head Office, : : : : : Halifax, N.S.

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HALIFAX, (NORTH END.) | SHEDIAC, N.B. | PORT HOOD, C.B
WOLFVILLE, N.S. | | NORTH SYDNEY, C.B
LUNENBURG, N.S. | | WOODSTOCK, N.B
MAHONE BAY, N.S | | EDMUNDSTON, N.B

This Bank solicits the accounts of Merchants and others transacting business in any district approachable through the Agencies of the Bank.
Special attention given to Collections, which we remit promptly on day of payment.

JOHN KNIGHT, Cashier.

GARESCHÉ, GREEN & CO.,

Bankers,

Victoria, - - - - British Columbia.

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A General Banking Business transacted. Telegraphic Transfers and Drafts on the Eastern Provinces, Great Britain, and the United States. . . . . .

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Agents for - Wells, Fargo & Company.

Early in the seventeenth century came Daillon, a friar of the Recollet order, by Toronto to the Grand River and the Thames. After him came Chaumont and Brebeuf, on a mission to the neutral tribe, and in 1669 the great La Salle made his way from the lovely Bay of Quinte, by the Bay of Toronto, to the *fond du lac*, as the western end of Lake Ontario was called. He it was who built the first vessel on Lake Erie, near Cayuga Creek. With him came Galinee, who made the earliest map of the Ontario peninsula, and described the deer, the fur-bearing animals, and the "bears" it contained, meaning by "bears" the savage Iroquois. Englishmen and Frenchmen were now rivals for the fur trade of this territory. The route of the French commerce lay northeastward through Fort Frontenac (Kingston) to Quebec and Three Rivers, while the English sought to divert it southward across the Lake by Choueguen (Oswego), where they had a fort, to the Mohawk River and the Hudson. For a series of years this rivalry continued. At last, in 1756, Oswego was taken by Montcalm; but three years later Fort Frontenac was captured by Col. Bradstreet; Fort Niagara, also French, surrendered to the British, and the stockade at Toronto was destroyed by the French Governor, Vaudreuil, to prevent its falling into the hands of the victorious English. This stockade, says Mr. Mercer Adam, in his memorial volume, *Toronto, Old and New*, received its name of Fort Rouillé from Antoine Louis Rouillé, Count de Jouy, who was Colonial Minister of France at that period. "It stood on the lake shore, at the western entrance of the harbor, about midway between the River Humber and the Garrison Creek, and may practically be spoken of as the first germ of the City of Toronto."

Since the day of Wolfe's capture of Quebec, Canada has remained British, and when the War of Independence came and the spirited colonists, resisting oppression from the Mother Land, formed the United States, the residents of the new republic who preferred monarchy and British connection found little comfort in their new surroundings. Thousands of them, therefore, crossed the Great Lakes and their connecting rivers into what is now Ontario, leaving behind them all that they could not carry. These devoted people were the United Empire Loyalists, and a sturdy stock they were, determined to live under the Union Jack. Along the banks of the St. Lawrence, and farther east, on the Bay of Quinte, along the Niagara frontier and the shores of Lake Erie, even as far west as the Detroit River and the Thames, they settled, and found fresh homes in the forest under the allegiance they sought. Their courageous industry laid foundations of what was to become the notable Province of Upper Canada. Well may we say of them

> "O ye, who with your blood and sweat
> Watered the furrows of this land
> See where, upon a nation's brow,
> In honor's front ye proudly stand

Not a few of them took up land near York, then an insignificant spot on Toronto Bay, but it had a most attractive harbor, and their hardihood was destined to tell upon its future. Lieut.-Governor Simcoe chose it, instead of Newark (or Niagara), as the Capital, and in 1793 pitched his tent near the mouth of the Don.

The first members of his Executive Council were William Osgoode, Peter Russell, James Baby, William Robertson and Alexander Grant, and John Small was

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his Clerk. Fifteen representatives of the people having been chosen, Mr. John Macdonell was elected Speaker of the legislative body. Road making was the first task of his troops, the Queen's Rangers. Yonge street, a road leading northward to the Holland River and the Northern Lakes, together with Dundas street, a post road leading westward, was their first and most important achievement, and both thoroughfares retain their names to this day. "The town plot," says Dr. Scadding, in his engaging book, *Toronto of Old*, "was a compact little parallelogram, bounded on the west by George street, on the East by Ontario street, on the north and south by Duchess and Palace streets." To other streets were given names which recall the Royal Family of that day, such as King street, Queen street, Caroline street, Frederick street, Palace street, Parliament street, and all these still remain unchanged in a quarter of the present city but little suggestive of either kings or palaces. Houses, churches, and stores were built; there were mills in 1800 on both the Humber and the Don, and the gradual clearing of the forest around the new town site added to the activities of the then insignificant Capital, a public market being established in 1803. At this time the mail between Montreal and York was carried on the back of a pedestrian postman.

Soon there came an interruption to the "tranquillity, plenty, and peace" which Governor Gore referred to in his speech at the opening of Parliament in 1809. In June of 1812, the Congress of the United States declared war against Great Britain and took steps for the invasion of Canada, within whose borders were but 4,500 troops, and whose entire population did not exceed 300,000. The scattered forces of the Western Province gave a good account of themselves, however, for 2,500 men, under the American General Hull, surrendered to General Brock at Detroit, and a few months later the same hero defeated Van Rensselaer, with vastly superior force, at Queenston Heights, losing his own valued life in the engagement. Next year calamity came to the town of York. Chauncey's fleet brought a force across the lake from Sackett's Harbor, and captured it, or rather, the British General Sheaffe, having with his regulars abandoned the place as untenable, the handful of militia under Col. Chewett surrendered it to the enemy, who sacked the settlement and burned the public buildings.

With the close of the war in 1814 came fresh immigration and the further development of the Province. Government aid was given for the making of roads and bridges, and presently there ensued steam transport on the lakes, all which helped the progress of "Muddy York," which soon boasted new Parliament buildings, a new court house, a hospital, wharves, a public square, besides churches and residences in keeping with the growing pretensions of the place. In 1822 the Bank of Upper Canada was founded; and about the same date homes were begun for both Upper Canada College and the Law Society of Upper Canada. King's College, later to be known as the University of Toronto, was established by Royal Charter in 1827, and endowed out of the public lands. It was formally opened in 1843, but the present beautiful Norman building it occupies in the Queen's Park was not completed till 1865. In 1834 came the incorporation of the place as a city, when its name was changed for the more attractive Indian appellation of Toronto. Its extent was then from the Don to Peter Street and from Queen street to the Bay, the rateable value of the property in

MERCHANTS' BANK OF HALIFAX.

INCORPORATED 1869.

CAPITAL AUTHORIZED, - - - - *$1,500,000*
CAPITAL PAID-UP, - - - - - - *1,100,000*
RESERVE FUND, - - - - - - *375,000*

HEAD OFFICE, - - - - - - - - - - **HALIFAX, N.S**

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BANK OF NOVA SCOTIA.

INCORPORATED 1832.

CAPITAL PAID-UP, - - - - - *$1,313,089*
RESERVE FUND, - - - - - - *799,394*

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ANNAPOLIS.	*LIVERPOOL.*	*STELLARTON.*
BRIDGETOWN.	*NEW GLASGOW.*	*WESTVILLE.*
DIGBY.	*NORTH SYDNEY.*	*YARMOUTH.*
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In P. E. ISLAND, Charlottetown and Summerside. | *In QUEBEC,* - - - - - - - *Montreal.*
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Collections made on Favorable Terms and Promptly Remitted for.

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375,000
- HALIFAX, N.S

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- - Credit Lyonnais.
- - Imperial Bank, L'td.
- The Bank of Scotland.

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- - - - - Montreal.
- - Kingston, Jamaica.

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HALIFAX BANKING COMPANY.

INCORPORATED 1872.

Authorized Capital, - - - - - - -	*$1,000,000*
Capital Paid-up, - - - - - - - -	*500,000*
Reserve Fund, - - - - - - - -	*170,000*

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AMHERST. *CANNING.* *SPRINGHILL.*
ANTIGONISH. *LOCKEPORT.* *TRURO.*
BARRINGTON. *LUNENBURG.* *WINDSOR.*
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The following will redeem the Notes of the Halifax Banking Co. at par in accordance with new Banking Act, viz

The Molsons Bank and Branches. *The Bank of Ottawa and Branches.*
The Bank of British Columbia and Branches. *The Merchants Bank of P.E.I. and Branches.*

THE UNION BANK OF HALIFAX.

INCORPORATED 1856.

Capital Paid-up - - - - $500,000.

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The Commercial Bank of Newfoundland, - - - - - - - -	St. Johns, N'f'd.
The National Bank of Commerce, - - - - - - - - -	New York.
The Merchants National Bank, - - - - - - - - - -	Boston.
The Bank of Toronto and Branches, - - - - - - - - -	Upper Canada.
The Bank of New Brunswick, - - - - - - - - -	St. John, N.B.

Collections solicited, and prompt returns made. Current rate of Interest allowed on deposits. Bills of Exchange bought and sold, etc

The Savings Bank department in connection with the Bank and its Branches allows 4 per cent. interest on all amounts deposited, from $1 upwards.

which did not exceed $750,000. Close about this area was a fringe of dense forest, pierced here and there by winding roads to clearings beyond. The first mayor was William Lyon Mackenzie: there were five wards, with two aldermen and two councilmen for each, and the population was between 9,000 and 10,000.

The pillory and the stocks were then used in our midst to . 'sh offenders. Ox teams stood in the market place and railways were unknown in . Province. The creak of the wooden wagon was heard along the streets, which were in part winding and stump-surrounded country roads. At that date the only telegraph line was the "Telegraph Line" of the stages, which professed to take passengers through from Toronto to Hamilton by daylight. It was in 1847 that electric communication was established with points as far distant as Quebec and Buffalo. No Esplanade having been then built along the front of the city, the water front of Toronto was the lake or bay shore, irregularly indented, and filled with rushes, with a wharf projecting here and there. The steam tonnage plying to the port consisted then of seven or eight steamers of from 50 to 100 horse-power each; the sailing tonnage was more numerous, but consisted of small vessels mostly. Niagara was in those days headquarters for Lake Ontario shipping and a mart of wholesale trade besides. It was about this period that Mr. Andrew Heron, who recently died in Toronto, was a considerable vessel owner at Niagara, and that the late Captain Dick built so many steamers for the Royal Mail Line. The virtual boundary of the city on the north was Queen street, and there was but little of an urban character about the district west of Yonge street. Most of the places of business were in the east end, where the red brick circular windmill of Mr. Worts, now the site of the extensive mill and distillery of the Gooderham & Worts Company (Limited), was a landmark. Of this mill we have seen a curious memento in the shape of an account of the following tenor:

Wind Mills, York, U.C., Jan. 30th, 1831.

MR. MURROW, (near Col. Well's office),

Bought of WORTS & GOODERHAM.

		£	S	D
1	Bbl. Flour	1	2	6

The Toronto of 1891 has an area of close upon twenty square miles, the suburban villages of Yorkville, Parkdale, Leslieville, Seaton, and the hamlets of Norway, Deerpark, etc., having been incorporated with the City within a very few years.

In the queer-shaped structure opposite the present Bank of Toronto building, was in 1834 a booking office for the Niagara Stage Line, Hon. Isaac Buchanan's firm having not yet occupied it as a general wholesale warehouse. Ketchum, Piper, Stitt, Carfrae, Jackes, Cockshutt, Preston, were well-known names at that period, and Mr. Hincks, afterwards Sir Francis, had already in 1834 opened his wholesale warehouse,

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although he did not establish the *Examiner* newspaper until 1836 or 1838. The Helliwells, a thrifty English family who had settled near the Don, about that time founded, with the Eastwoods, the Skinners, the Taylors, a cluster of industries, such as flour mills, carding mills, paper mills, breweries, some of which endure to the present day.

It may be noted as an indication of the change in the value of land within fifty years in this City, that the square acre at the south-east angle of Yonge and King streets, chosen by Mr. Gardner Boswick in 1811 as a site for house and garden, cost him £37 10s.—a sum equal to the annual ground rent of less than two feet, at the present rate paid for part of it. In 1834, two hundred acres, bounded by Carleton street on the south and Parliament street on the west, were sold for £250. In 1818, a hundred acres bounded by Sherbourne street on the west, Ontario street on the east, and Queen street on the south, was sold for £600—$2,400—for which a very few feet of depth of an ordinary lot would now be had. Next year, the hundred acres from George street to Sherbourne and north of Queen sold for £500—$2,000. In 1816, the hundred acres which is divided in the centre by Jarvis street and has Queen for its southern boundary, was sold for £250, or $1,000. This was then the extreme west, in fact outside the town limits. In 1834, twenty-one acres, having a frontage on Yonge street, south of Carleton, and running far east, sold for £1,700, less than $85 an acre. In the year 1816, three-eighths of an acre, being 104 feet on Yonge street, by 210 on Queen, sold for £20. In 1833 the same sold for £800. It is now worth $100,000.

The City of Toronto was, until a very few years ago, far more distinguished as being a literary and educational centre, the seat of legislature for the Province, headquarters for law, art, music, a distributing point for wholesale trade with Ontario, than for any manufacturing importance commensurate with her prominence in other directions. Upon the adoption by the Canadian Government of a policy of protection to home manufactures in 1878, however, an era of industrial activity set in which soon made Toronto an important seat of manufacture in various descriptions of goods. And naturally so; for not only has she exceptional freighting facilities by reason of her railways east, west, and north, steamers east, west, and south, but she has always had the vast advantage of possessing shrewd merchants and capitalists who knew how to furnish supply for a present or prospective demand. The effect upon Toronto of the impulse we have described may be measured by the fact that where in 1877 her import of coal was 204,000 tons, it had gone up in 1890 to no less than 461,000 tons.

About 1865 an agitation had been begun in favor of tapping the more recently settled and growing regions north-east and north-west of the City by cheap "narrow-gauge" railways. A group of energetic business men, among whom the late John Gordon and the late George Laidlaw were prominent, canvassed the City and travelled these country districts, working early and late to induce municipalities to assist the enterprise. Their efforts resulted in the building of the Toronto, Grey, and Bruce Railway to Mount Forest and Owen Sound, and the Toronto and Nipissing Railway to Coboconk. No undertaking ever better justified the efforts of its promoters than this.

The London & Canadian

LOAN AND AGENCY CO.

LIMITED

HEAD OFFICE, 103 BAY STREET,
TORONTO.

Subscribed Capital, ... $5,000,000.00

MONEY TO LEND on Mortgage Security at current rates and on favorable terms as to repayment

. . . . . MUNICIPAL DEBENTURES PURCHASED . . . . .

DEBENTURES ISSUED payable in London, Eng., in Sterling, or in Toronto, in Currency, with interest coupons attached

SIR W. P. HOWLAND, C.B., K.C.M.G, ... President
SIR C. S. GZOWSKI, ... Vice-President
J. F. KIRK, ... Manager

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$5,000,000.00

Security
avorable

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. . . . President
. . . . . Vice-President
. . . . Manager

WESTERN CANADA
Loan & Savings Co.

HEAD OFFICE:

76 CHURCH STREET, ... TORONTO, Ont.

MANITOBA BRANCH:

COMPANY'S BUILDING, COR. MAIN STREET AND PORTAGE AVENUE, WINNIPEG

W. M. FISHER, . . . Local Manager.

Capital Stock Subscribed, ...	$3,000,000
Capital Stock Paid-up, ...	1,500,000
Reserve Fund, ...	750,000

Deposits Received

Debentures Issued

Money to Lend on Real Estate

WALTER S. LEE, ... Managing Director.

These roads, together with the Northern Railway, opened in 1853, the Great Western and Grand Trunk, opened in 1855—which had previously existed—radiating like the outstretched fingers of a hand to every part of Ontario, produced their natural effect in an enormous increase in the commerce of the City, both inward and outward. The wholesale trade of Toronto grew by leaps and bounds. Where in previous years the principal retail merchants of Western Canada had been in the habit of buying in Montreal heavy stocks twice in the year—spring and autumn—they began now to find that Toronto importers offered them supplies of merchandise which were easy of access by rail and of great extent and variety. Hence the universal custom of going to Montreal for goods received a check. Not to be outdone, the Montreal importers and manufacturers opened branch houses in Toronto, to share in the trade centering there; and instances not a few can be cited of manufacturing or wholesale firms which have removed from other cities or towns to Toronto, because they deemed it a point better suited for a distributing trade. Many parts of the suburbs are now dotted with factories of every kind.

Access to the City was, about 1879, made more easy to the residents of the rich counties of Halton, Brant, and Oxford by the building of the Credit Valley Railway. It should be added here that when, in the process of railway "consolidation" that presently began, the Nipissing and the Northern Railways were acquired by the Grand Trunk, and the Credit Valley, also the Toronto, Grey and Bruce, fell into the hands of the Canadian Pacific, the gauges of the T. & N. and the T., G. & B. were altered to conform to the track of the main lines of these great corporations, whose systems were thus made continuous and uniform from end to end.

"INDUSTRY, INTELLIGENCE, INTEGRITY:"—A not unpretentious motto, finds its place beneath the coat-of-arms of Toronto. And one would fain believe it to be deserved by this thoroughly British-American community. "This handsome, thriving, half-way-American City of Toronto,"—such are the terms in which a New York writer described the City in 1886. And yet there are numbers among our visitors from abroad who find Toronto excessively English. Both views are correct, in part. With an English love of what is solid or steady-going, with strong adhesion to English custom and taste, there is yet among the inhabitants an infusion of American dash, originality and love of novelty. The combination is a happy one, however; so without staying to debate which spirit preponderates, Torontonians are agreed to consider themselves Canadians, to sing, with Roberts,—

I see to every wind unfurled,
The flag that bears the maple wreath

and to wish no higher praise than to have their home called a characteristically Canadian city. Hear what is said of it by Mr. G. Mercer Adam, in his recent volume. "It has become," he says, "a vast commercial emporium, a great railway and shipping centre, the literary 'Hub' of the Dominion, the Mecca of tourists, an Episcopal and Archi

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episcopal See, and the ecclesiastical headquarters of numerous denominations, the seat of the Law Courts, Provincial Legislature, universities, colleges, great schools of learning. In addition to all these, it has become a most attractive place of residence.

"The shaded streets, the parks, the drives; the cool breezes from the Lake, with a pull to the Humber River; the ferry passage to the Island; yachting on the Lake; an afternoon trip to Niagara or a run over Sunday to the Muskoka Lakes or the Georgian Bay, make a residence in the Provincial metropolis a joy and delight. To these may be added libraries, museums, art-galleries, lecture-halls, and abundant entertainment of a musical, theatrical and operatic character. An event of each year is the Fair of the Industrial Association, when tens of thousands of people throng in September to witness the latest products of field and factory from every quarter of the Dominion."

Toronto's prominence as a literary and educational centre is everywhere admitted. At the head of her institutions of learning stands the national and widely-famed University of Toronto, affiliated with which are various colleges and academies, medical and other. Trinity University has also her affiliations in St. Hilda's College for female arts students, etc. The City will soon have, too, the Wesleyan College, now being removed from Cobourg: she has already Wycliffe College, Episcopal; Knox College, Presbyterian; McMaster University, Baptist; St. Michael's College, Roman Catholic. Thousands of "old boys" all over the world, some of them high in office, look back with grateful delight to the days they spent at Upper Canada College, whose present time-honored site (the college was founded in 1829) will soon be covered with the iconoclastic brick and mortar of trade and manufactures, while new walls to contain "the benign mother" rise in the suburbs, away to the north. In Toronto, too, is the Normal School, for training teachers, the crown of that excellent system of common school education for which Ontario owes so much to the labors of the late Egerton Ryerson, whose statue in bronze finds suitable place in the school grounds. There are other institutions, too, a College of Pharmacy, Colleges of Music, a Woman's Medical College, a Veterinary College, several Commercial Colleges—for in a commercial community such as this there is much room for business training. Nor must we forget the School of Science in connection with the University—its aim being, like that of Columbia College or the Boston School of Technology, to train not alone young men's brains, but their hands to work in the mechanic arts, a crying need in these days when lads who ought to be busy on farm or in workshop are crowding the "learned professions."

So great a feature of modern life on this continent is the daily newspaper, that no community of any considerable size is deemed fit to exist without one. Toronto has six, four morning and two evening journals, and admirably do they reflect the deeds and manners of the times. Oldest of them all is the *Globe*, founded by George Brown in 1844; the *Mail* dates from 1870. Both these publish evening editions: the others are of more recent birth, the *Empire* obtaining some *eclat* from having been established largely by the personal influence of the late Sir John A. Macdonald, and being supposed to represent largely his views. The *World* is a one-cent morning daily, with, of late, a special evening issue on Saturday. The *Telegram* and *News* are afternoon and evening papers only.

Central Canada

LOAN & SAVINGS CO.

Authorized Capital,	$5,000,000
Subscribed Capital,	2,000,000
Paid-up Capital,	800,000
Reserve Fund,	192,000
Invested Funds,	$3,003,696.14

OFFICE, - 10 KING STREET WEST, TORONTO

Savings Department.

Interest allowed on Saving Accounts of $1.00 and upwards, at highest current rates of Interest, from Day of Deposit to Day of Withdrawal, and placed to Depositors' Credit on the last days of June and December.

Debentures.

Money received for fixed term of years, for which Debentures will be issued with half-yearly Interest Coupons attached. The funds of the Company being invested with the utmost care and precaution, no better security can be offered to Depositors or Debenture holders, they having a first claim or mortgage on the whole assets of the Company.

Money.

Is obtainable from the Company, on approved Real Estate Security, at the Lowest Current Rates of Interest.

GEO. A. COX, *President.*

FRED. G. COX, *Manager.*

E. R. WOOD, - - - SECRETARY.

Telephone 2063.

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COX,
Manager.

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The Canada Landed

AND

National Investment Co., Ltd.

The Canada Landed Credit Co. Incorporated 1858.
The National Investment Co. - Incorporated 1876.
AMALGAMATED - - - - - - - - - - 1891.

HEAD OFFICE, = 23 TORONTO STREET, TORONTO.

Authorized Capital,	$4,000,000
Subscribed "	2,008,000
Paid-up "	1,004,000
Reserved Fund,	301,200
Assets,	4,012,543

DIRECTORS.

JOHN LANG BLAIKIE, Esq., - - - - - - PRESIDENT
Vice President North American Life Assurance Company.

JOHN HOSKIN, Esq., Q.C., LL.D., - - - - VICE-PRESIDENT
Vice-President Toronto General Trusts Co. Director Canadian Bank of Commerce.

WILLIAM ALEXANDER, Esq.	NEWMAN SILVERTHORN, Esq.
A. R. CREELMAN, Esq., Q.C.	JOHN STUART, Esq.
JAMES CAMPBELL, Esq.	FRANK TURNER, Esq., C.E.
Hon. JAMES R. GOWAN, LL.D.	SIR DANIEL WILSON, LL.D.
THOMAS LAILEY, Esq.	Hon. JAMES YOUNG
J. B. OSBORNE, Esq.	JOHN S. PLAYFAIR, Esq.
JOHN STARK, Esq.	

Money lent on Real Estate. Debentures and Mortgages = - = Purchased. Debentures Issued.

ANDREW RUTHERFORD, MANAGER.

CITY HALL, TORONTO, ONT.

CITY HALL, TORONTO, ONT.

The British Canadian

LOAN AND INVESTMENT CO'Y, LIMITED.

HEAD OFFICE:
IMPERIAL BUILDINGS,
32
ADELAIDE STREET
EAST
TORONTO

Capital, authorized by charter, : $5,000,000

DIRECTORS

PRESIDENT:
A. H. CAMPBELL, ESQ.

WILLIAM INCE, ESQ.
JOHN BURNS, ESQ.
SAMUEL TREES, ESQ.
J. K. KERR, ESQ., Q.C.
W. R. BROCK, ESQ.
HY. F. J. JACKSON, ESQ.

VICE-PRES'DENT:
MAJOR GEORGE GREIG.

BANKERS IN CANADA:
THE BANK OF COMMERCE
THE STANDARD BANK
THE IMPERIAL BANK
THE BANK OF HAMILTON

SOLICITORS:
MESSRS. KERR, MACDONALD, DAVIDSON & PATERSON.

MANAGER:
R. H. TOMLINSON

The Company makes Loans on the security of Farm, City and Town Property at the lowest current rates of interest, also purchases Real Estate Mortgages, Municipal Debentures, &c.

:::: TO INVESTORS ::::

The Company also receives money for investment and issues its debentures therefor bearing the current rates of interest. Clergymen, Trustees and others seeking safe and convenient investments will find these debentures well adapted to their requirements.

FOR FURTHER PARTICULARS APPLY TO R. H. TOMLINSON, MANAGER.

The Dominion

Savings & Investment Society

Subscribed Capital : :
$1,000,000.00
Paid-up : : : : : : :
932,401.62

London, ...
..... ONT.

PRESIDENT:
ROBERT REID (*Collector of Customs*)

VICE-PRESIDENT:
CHAS. H. ELLIOTT (*Elliott Bros., Grocers*)

INSPECTING DIRECTOR:
:: :: :: :: THOMAS H. PURDOM

H. E. NELLES, MANAGER.

HEAD OFFICE:
IPERIAL BUILDINGS,
32
ADELAIDE STREET
EAST
TORONTO

VICE-PRES'DENT:
OR GEORGE GREIG,

THE BANK OF HAMILTON
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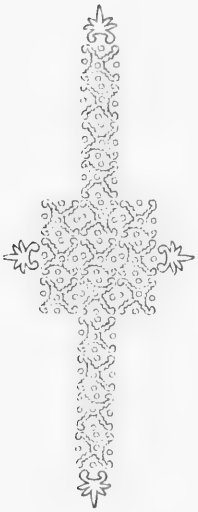
Hudson's Bay Co'y



A LAND DEPARTMENT has been created to meet the demand for the Company's lands, which has proved a highly successful institution.

These lands of the Hudson's Bay Company comprise THOUSANDS UPON THOUSANDS OF ACRES in all the fertile belts of Canada, extending from the EASTERN BORDERS OF HUDSON'S BAY to the PACIFIC COAST, BRITISH COLUMBIA, and throughout the NORTH-WEST TERRITORIES.

EMIGRATION and COLONIZATION SOCIETIES should communicate with the Hudson's Bay Company concerning their lands.

DONALD A. SMITH,
President

MONTREAL

But these by no means exhaust the list of Toronto's newspapers, whose name is legion. There are religious weeklies, literary weeklies, trade weeklies; insurance journals, medical journals, chemical journals, electric journals; a literary monthly and a University quarterly review. The *Christian Guardian* was established as long ago as 1820, *Dominion Churchman* in 1870, the *Monetary Times, Trade Review, and Insurance Chronicle*, in 1867; *Grip*, the Canadian comic journal, in 1872.

Toronto has been called the City of Conventions, and truly the title is not ill deserved. Our American friends found out long since how attractive a place Toronto is to the visitor, and how easily reached from that hub of the mid-western railway system, Niagara Falls' station. Her parks, and gardens, and Rosedale drives; her harbor, her island; the admirable street car service, the home-like hotels, the numerous churches, the abundance of trees in the streets, and above all, the quiet and orderly Sabbath—such are among her attractions to the stranger. Not only, therefore, do our own Canadian bodies like the Ontario Manufacturers, the Ontario Millers, and various trade, insurance, legal, medical, and other associations, make Toronto usually their headquarters for annual or other meetings, but many fraternal, educational, and scientific bodies in the United States hold their conventions here. That of the American Association for the Advancement of Science, held in 1889 in the University buildings, was a notable instance, and this year the National Educational Association

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of the United States held a memorable session (in sections) in a dozen of the largest buildings the city could afford.

In a Canadian city of to-day, the character of commercial buildings is constantly changing—the new succeeds the old, and the greater overtops the less. This is true of the growing Toronto. But to view a group of buildings which will do the City credit for many a day to come, the visitor may be recommended to stand at the corner of Front street as he walks from the Niagara boat up Yonge. In the buildings on the three corners he will find the Custom House, the Bank of Montreal, and the new Board of Trade building, all which structures speak eloquently for themselves.

And thus we close our notice of this bright, modern Canadian city on the last and bluest lake of the St. Lawrence chain. Standing on the heights of Scarboro and gazing southward over the great expanse, one can understand the "musing awe" of Tom Moore, after he had seen

> * * * "All this store of inland waters hurled
> In one vast volume down Niagara's steep,
> Now calm beholds them, in transparent sleep,
> Where the blue hills of old Toronto shed
> Their evening shadows o'er Ontario's bed

Savings lead to wealth!
Good Investments bring riches!

Join the Canadian Mutual Loan and Investment Company, which is a practical co-operative or People's Bank

Prosperity fosters contentment!
Own your home and be happy!

The Canadian Mutual Loan & Investment Company.

Head Office, - No. 51 Yonge Street, Toronto, Canada.

OFFICERS AND DIRECTORS:

C. H. A. WILLIAMS, - - - - - - PRESIDENT.
J. H. MITCHELL, - - - - - - SECRETARY.
A. J. JACKSON, - - - - - GENERAL MANAGER.

BOARD OF TRUSTEES:

JNO. J. WITHROW, Pres. Toronto Industrial Exhibition Association, - - - - - - CHAIRMAN.
WM. BADENACH, Esq. HON. JOS. E. MACDOUGALL,

THE cost of a share is $1 membership fee, and 60 cents monthly dues.

Maturity value of a share is $100, and estimated limit of maturity is 8 years.

Monthly payments of $3 will yield $500 on maturity of shares.

A saving of 20 cents a day invested here will insure $1,000 in 7 years.

No member can hold more than 200 shares.

This is the best system ever devised for enforced savings.

There is no safe investment more profitable.

It combines absolute security with the greatest profits.

With the best security it is more profitable than Government bonds.

No assessments can be made on either shares or shareholders.

This Company charges fixed interest and does not auction its money.

Payments of interest limited to 7 years.

Safe as a Savings Bank, and pays a much higher rate of interest.

Only members of the Company can become borrowers.

A borrower has the advantage of paying off his debt in monthly instalments.

No commission charged borrowers for a loan—only actual expenses.

The satisfaction of lessening the debt each month stimulates economy.

MESSRS. WM. & E. A. BADENACH [illegible]
MACDONELL & SCOTT, [illegible]

DEPOSITORY:

STANDARD BANK OF CANADA

CUSTODIAN OF LOAN FUND AND SECURITIES

THE TRUSTS CORPORATION OF ONTARIO

This system enables homeless members to provide a home for their families.

A loan of $500 can be repaid in [illegible] years by payment of $[illegible] monthly.

A loan of $1,000 can be repaid in [illegible] years by payment of $13 monthly.

Loans may be [illegible] the Secretary.

A National Company can always place its loans without loss of time.

All members are on the same equality, and the interest is uniform.

Women as well as children can become members.

Our system is based on the highest principles of equity and fairness.

Saving money, like saving time, must be done systematically to be effective.

There need be no forfeitures, as withdrawals are permitted after one year on 30 days' notice.

The Mortgages from borrowers are to the Company and are not negotiable.

This Company does not deal in real estate, or [illegible] any speculation.

The business of the Company is conducted by [illegible] men and on business principles.

F. R. C. CLARKSON. J. B. CORMACK. J. C. MACKLIN, JR.
D. O. BENNETT. L. F. DAWSON.

E. R. C. CLARKSON,

TORONTO, ONTARIO,

Trustee, Liquidator, Financial Agent.

AGENCIES AT:	CORRESPONDENTS AT:
MONTREAL, - - - QUE., AND	LONDON, ::: ::: :::
WINNIPEG, - - - - MAN.	::: ::: LIVERPOOL,
	NEW YORK.
	::: ::: ::: GLASGOW,
	HUDDERSFIELD, :::
	::: ::: BRADFORD
	BIRMINGHAM.

FOREIGN REFERENCES:

A. & S. HENRY & CO., LTD., - - - - - - BRADFORD
THE CITY BANK, LONDON.

ESTABLISHED 1864.

E. R. C. CLARKSON, F. C. A. [illegible]
W. H. CROSS, F. C. A. W. J. [illegible]

CLARKSON & CRO[illegible]

CHARTERED ACCOUNTANTS,

No. 26 Wellington Street, East,

TORONTO, ONT.

ESTABLISHED 1864

SHERMAN F. TOWNSEND. H. SEYMOUR STEPHENS.

TOWNSEND & STEPHENS,

PUBLIC ACCOUNTANTS, AUDITORS, ASSIGNEES,

TRADERS BANK CHAMBERS, : : : YONGE ST.

TORONTO, CANADA.

Cable Address, "SEYMOUR." : : : : : : : TELEPHONE 1641.

AGENCIES AT:

LONDON.	NOTTINGHAM.	LEEDS.	HUDDERSFIELD.	EDINBURGH.
MANCHESTER.	BIRMINGHAM.		LIVERPOOL.	PARIS.
LEICESTER.	BRADFORD.		GLASGOW.	NEW YORK.

AND AT EVERY CITY AND TOWN IN CANADA

...rity posters contentment!
...your home and be happy!

Company.

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TELEPHONE 1641.

...D. | EDINBURGH.
PARIS.
NEW YORK.

AGE. EXPERIENCE. ABILITY.

THE MERCANTILE AGENCY.

ESTABLISHED 1841.

DUN, WIMAN & CO

WITH an active business experience of over 50 years, offices in the principal cities of this Continent and Europe, and unsurpassed facilities for obtaining and distributing information, we confidently offer our services to all dispensers of Credit, feeling assured of our ability to serve them satisfactorily.

Reference Books issued four times a year; terms of subscription made known on application at any of our offices.

DUN, WIMAN & CO.

BRANCH OFFICES:

TORONTO, MONTREAL | HAMILTON, LONDON | WINNIPEG | VICTORIA, VANCOUVER | HALIFAX, ST. JOHN

STRATHY & BROTHERS,

INVESTMENT BROKERS.

(MEMBERS MONTREAL STOCK EXCHANGE.)

MONTREAL.

Business strictly confined to commission. Coupons Cashed, and Dividends Collected and Remitted. Interest allowed on Deposits over one thousand dollars, remaining more than seven days, subject to draft at sight. Stocks, Bonds and Securities bought and sold. Special attention given to Investments.

AGENTS: BLAKE BROS. & CO., BOSTON.
SPENCER TRASK & CO., NEW YORK.
PANMURE GORDON, HILL & CO., LONDON, ENG.

Boarding and Day School for the Elementary and Higher Education of YOUNG LADIES,

50 and 52 Peter Street, Toronto,

Conducted by MISS VEALS,

Who is Assisted by a large Staff of Experienced Professors and Teachers

COURSES OF STUDY.—English, Mathematics, Classics, Modern Languages.

SUPERIOR ADVANTAGES in Music and Art, discipline and high mental training combined with home care and refinements. Resident Native, German and French teachers.

BANK OF HAMILTON, HAMILTON, O

K OF HAMILTON, HAMILTON, ONT.

The Great ASSORTING

• ORDERS SOLICITED. •

WE are constantly receiving New and Fashionable Goods, among which are many novelties, special lines and drives, bought direct from manufacturers through our expert departmental buyers.

Each department is a "Specialty with us." We herein give a partial list of the many sections of our different departments.

To the Trade of Canada.

SILK & DRESS DEPARTMENT.

BLACK and Colored Silks, Black and Colored Dress Goods, Ribbons, Hosiery, Gloves, - Embroideries, - Laces, - Muslins, Frillings, Parasols.

Every Department Fully Assorted

• LINEN DEPARTMENT. •

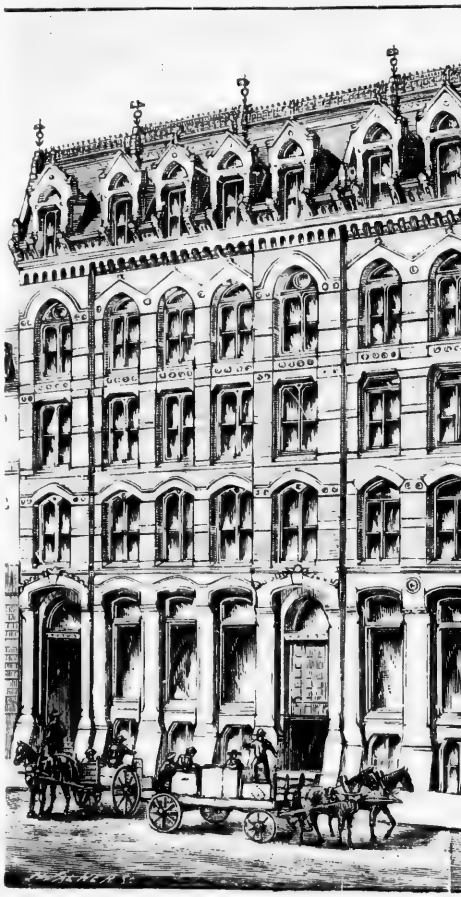
TABLINGS, Table Cloths and Napkins, Towels, Towellings, Hollands. Dowlas, Hessians, Burlaps.

Value Unsurpassed.

HABERDASHERY DEPARTMENT.

DRESS Trimmings and Buttons. - - - - Dress Buckles, Laces and Cords. Dress Shields, Steels and Braids. Coat, Vest and Pant Buttons. - - - - Tailors' Bindings, Braids and Cords. Smallwares, Fancy Goods. - - - - Wools and Ladies' Corsets.

Inspection Invited.



WE GIVE A CORDIAL INVITATION TO VISIT OUR WAREHOUS

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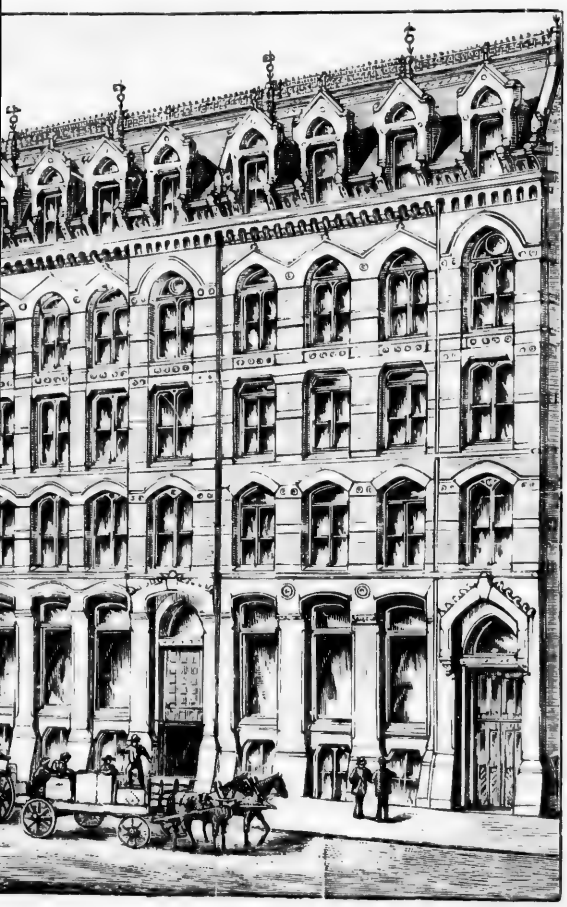
SSORTING HOUSE of the Dominion.



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Montreal

VIEWING Montreal from the river, one does not know which most and oftenest to admire, the deep back-ground of the mountain, pierced here and there with villas on its sides, with spires and domes that rise between its greenery and the eye of the spectator, or the noble river front, with its long range of massive stone wharves and piles of granite buildings devoted to the purposes of commerce. Ocean steamships, which here reach the farthest limit of their western journey—swift river steamers worthy to compare with the racers of the Hudson—sailing vessels, from the iron clipper of the Clyde, whose masts scrape the sky, to the little wooden brig—the "Upper Canada steamers," as those which thread the canals from the Great Lakes, are still called—fishing schooners, market boats, ferries, wood batteaux—all these form parts of the panorama.

Or let one take his stand upon the eminence behind the city and look forward. Behold! "beyond the rush and tumult of the street," the wooded islands in the St. Lawrence, which midway is spanned by the great tube of the Victoria Bridge: far to the right the white foam of the rapids at Lachine; and, breaking the horizon line, Belœil Mount and the peaks of the Adirondacks. All the space between the majestic stream and the mountain on which you stand is marked by the streets and squares, the glittering roofs and towers, the floating flags, the steam and smoke of railways and factories, the busy life of the greatest and wealthiest of Canadian cities. All this was not visible to Cartier, but only the natural features of the landscape. Commerce, industry and art were yet to crown Nature's foundation with spire and tower and bridge.

In 1603 the distinguished naval captain, Champlain, came from France on his first voyage as far as the Sault St Louis (or Lachine Rapids), above Hochelaga, at which time the Indian settlements of Cartier's visits of 1535 and 1541 were no longer to be seen. He came again with Dupont Gravé in 1611—having in the meantime founded Quebec and named Montmorenci Falls—determined to establish a trading station, for the peltry trade was then the object of French adventurers, and Tadoussac was already a point at which the Indians sold skins to the merchants. Champlain cleared ground, built some huts, and sowed seed to test the fruitfulness of the soil of Montreal Island. Not only this, but he resolved to build a fort. One account says he built it on St. Helen's Island, so named after his wife Helene, who came over with him on one of his visits; another, that its site was that lately occupied by the Grey Nuns' Hospital, not far from the present St. Anne's Market.

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Hendrick Hudson had by this time discovered Hudson's Bay, in the course of a voyage undertaken to find a western passage to China and Japan. Fired with a desire to reach those distant countries, Champlain started from Montreal in 1613, up the Ottawa River, but only reached Lake Coulonge when he returned. Later he went again up that great stream to Nipissing, the Georgian Bay and Lake Simcoe, down the Trent Valley water stretches to Lake Ontario, and back again to Lachine. In the meanwhile the Company of a Hundred Associates had been formed by Cardinal Richelieu, and was invested with the Vice-Royalty of New France, the feudal system being thus introduced into the colony. War was at this time (1628) declared between France and England, and Quebec capitulated to a British force. The King, Charles I., however, five years afterwards restored Canada, Nova Scotia and Cape Breton to Louis XIII. of France. The energetic traveller, Champlain, who had been made Governor of Canada in 1633, and had founded a settlement at Three Rivers, died in the colony on Christmas Day, 1635.

The Island of Montreal was ceded by M. De Lauzon, in 1640, for purposes of settlement, to a company of thirty-five persons named "La Compagnie de Montreal," and M. De Maisonneuve founded the settlement in 1642. Having erected some buildings at a spot now covered by the Montreal Custom House, he surrounded these with a palisade, within which gathered for protection from the Indians a number of families, a few soldiers and some priests. This settlement was solemnly named Ville Marie. The historian, Parkman, tells the story in his graceful way in the volume, "*The Old Regime*."

For many years the crafty and bloodthirsty Iroquois Indians threatened the existence of the few hundreds of French colonists. The fur trade languished and the beavers were allowed to build their dams in peace, none of the colonists being able or willing to molest them. Reinforcements came from France, however, and by the efforts of Pere LeMoyne, a treaty of peace was made with the Indians. Three score of struggling years went by, when, as a result of applications to France, the Sieur de Ramezay was authorized to build stone fortifications at Ville Marie which should cost 300,000 livres. He did build them; and a Swede who visited the place in the middle of the century, when there were 3,000 inhabitants, deemed it well fortified. There was then an upper town, which contained the Governor's palace, the free school, the convent and the churches. Likewise a lower town where business men lived, and a Place d'Armes on

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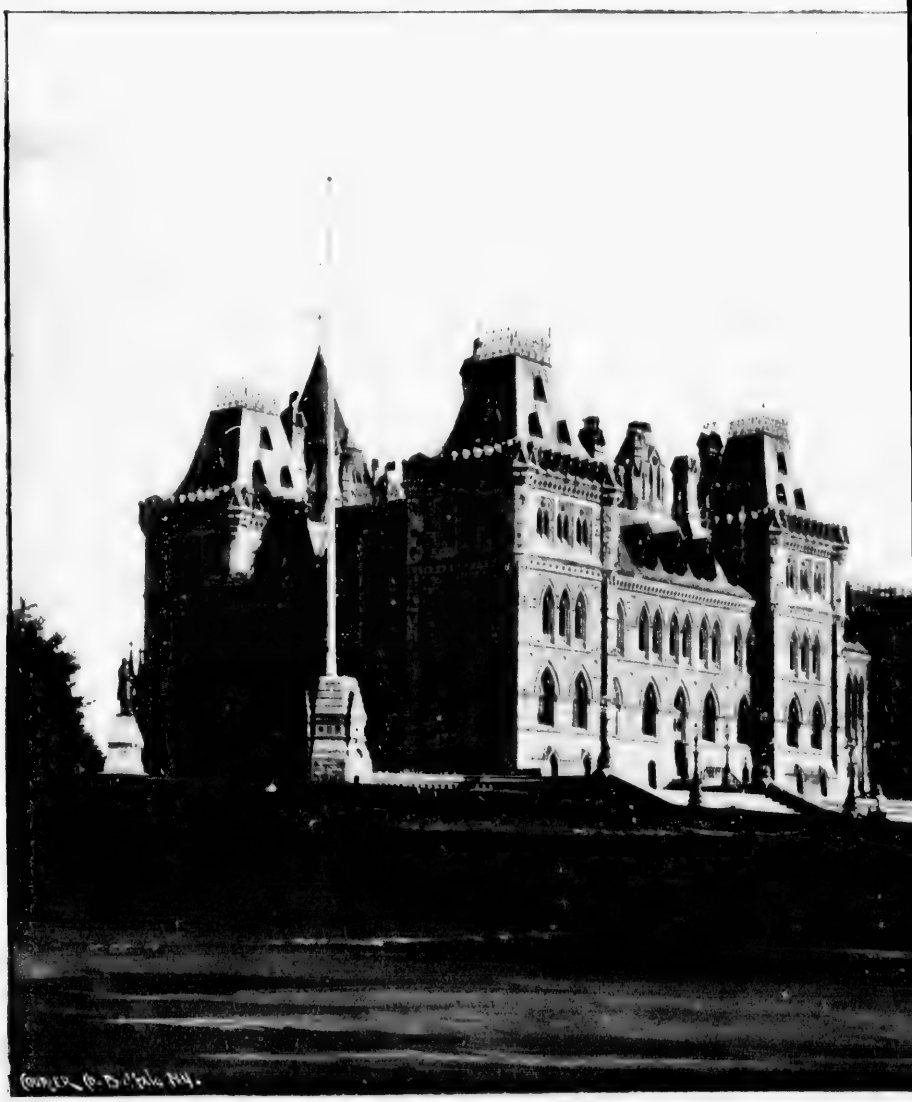

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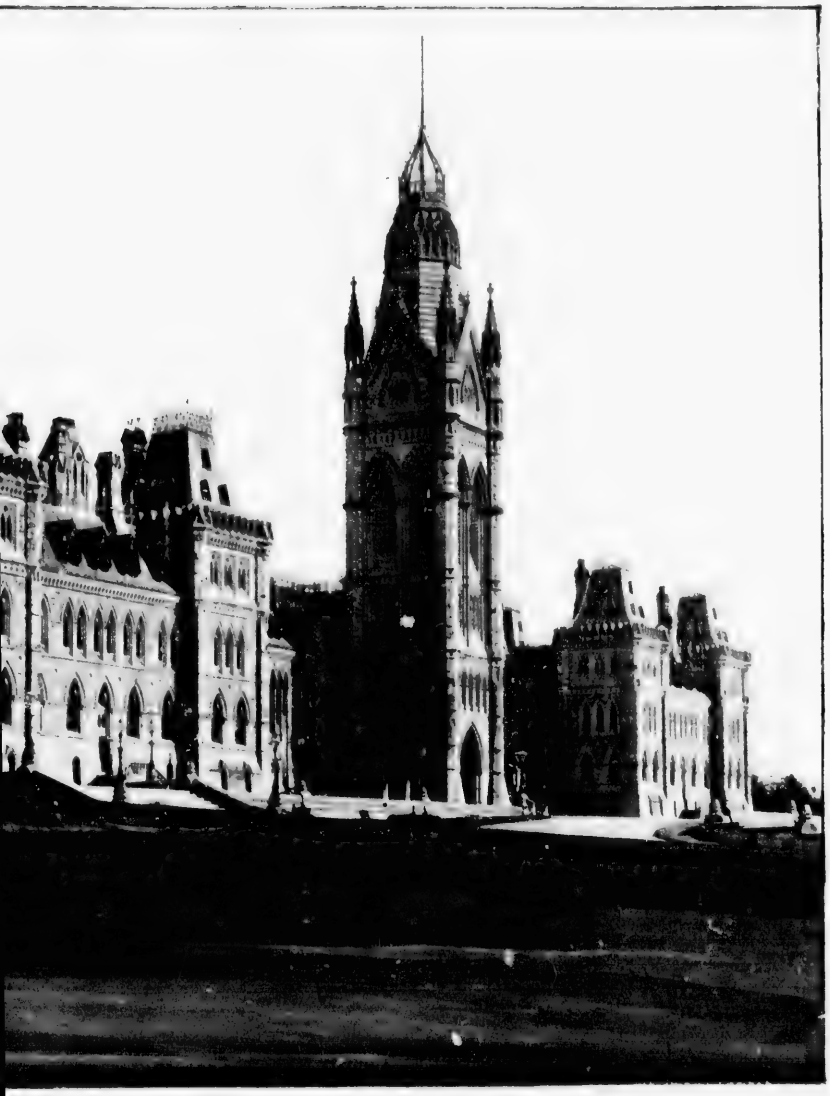

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much the same spot as the stately square of that name occupies to-day. Some of the dwellings were of stone, but most of them were wooden: and there was a wall about the whole settlement, flanked with eleven redoubts. The gates were five in number. There was a fort or citadel, the batteries of which commanded the streets of the town.

But Ville Marie was not yet to know tranquillity. Beleaguered its residents had been by dusky savages from the time of Montmagny to that of Frontenac and Vaudreuil—they were now to be made partakers in the quarrels of their monarch with England. At the time of the capitulation of Quebec in 1759 the place was invested by 16,000 British soldiers under three generals. The Marquis de Vaudreuil made a stand with what troops he had; but in vain, and on the 8th September, 1760, Montreal and all the French fortresses in Canada were surrendered to Great Britain. Thus, after a century and a half of heroic struggle with scant means of defence, against rival colonists and a relentless Indian enemy, the first promoters of European civilization and enterprise in Canada gave place to a more aggressive race. They obtained, however, from their conquerors guarantee for the free use of their language, their laws, and their religion—*Notre langue, nos lois, et notre religion*—confirmed to them by Imperial statute in 1774.

"A happier calamity never befell a people than the conquest of Canada by the British arms," says Parkman. Material growth, an increased mental activity, a warm and genuine patriotism, all date from the peace of 1763. But scarcely had Montreal begun to reap the fruits of peace than a new foe attacked her citizens. A fire which broke out on St. Paul street in May, 1765, consumed a hundred houses. The place was scarcely rebuilt by the assistance of means collected in England, when in April, 1768, the community was thrown into distress by an equally disastrous fire. Again they rallied, and by this time the Americans, who had thrown off, and properly, the unjust yoke of Great Britain, menaced them with invasion at the hands of Montgomery and his soldiery. The continental troops took possession at the Recollet gate in November, 1775, and held it until the following June, when Ben. Franklin and his co-commissioners having left the place, the army vacated the city.

It is interesting to observe that these American commissioners, who aimed to mould Canada into a State of the Union, held their council in the building, still standing as we write, known as *Le Vieux Chateau* of Sieur de Ramezay, erected on Notre Dame street in 1702. Franklin brought Canada her first printing press; and one hundred and thirty years ago was founded the first newspaper, *The Gazette*, which is numbered among the foremost organs of Canadian opinion at the present day. In 1807 a French newspaper, *Le Canadien Courant*, appeared, while the first number of the *Herald*, which has been continuously published ever since, was issued on the 19th of October, 1811. Religious duties were carefully looked after in those old days in Montreal, and not by the French Roman Catholic residents alone. In 1790, we are told, a Presbyterian congregation was organized in the city; and not only this, but the good Recollet Fathers gave the use of their church to the Protestants until their own building should be ready in the next year, a lesson in toleration which some bigots of to-day might do well to

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heed. That building was the Church of St. Gabriel, whose quaint belfry and tin roof are still visible in the vista of St. James street, next the Court House. It is to be wished that this historic building, as well as that of the Sieur de Ramezay, may be preserved as reminders of the past.

A canal to overcome the rapids at "La Chine" was a necessity; so in 1821 the construction of the Lachine Canal was begun, and four years later completed. The canal basin and locks at Windmill Point, however, were enlarged to their present dimensions some dozen years ago. It was in 1825, too, that Parliament was first asked for aid to deepen Lake St. Peter for vessels of 250 tons; the channel of that lake has to-day nearer thirty feet of water than thirteen, and steamers of 6,000 tons pass through it to the harbor. The traffic of Montreal with the west grew; the city was made a port of entry in 1831, and the population, which in 1825 was only 22,000, had doubled in less than twenty years afterward. Steamers were running on the river and even venturing to run the Lachine Rapids in 1840. By that time, too, the Allans had established that line of clipper ships crossing the Atlantic, which were to be followed by the Montreal Ocean Steamship Company's steamers. The Allan steamers now sail from Halifax, Baltimore and New York, as well as from Montreal.

As a matter of record it is interesting to learn that the first ocean steamer to enter the port of Montreal was the "Genova," of 350 tons, in May, 1853. Later in the same year came two others, of which the largest was the "Sarah Sands," of the then enormous tonnage of 931 tons. In 1856 the Allan Line of steamers began fortnightly trips, and three years later became a weekly line. It was not until some fifteen years afterward that the Dominion Line of ocean steamers came into existence, using at first steamers of 2,000 tons, soon to be increased to liners of 5,600 tons.

The stone revetment wall, which gives such a solid and old-world look to the water front of Montreal, was begun in 1831. Its building was continued at intervals till 1848. The first piece completed was from St. Gabriel street to the foot of Jacques Cartier Square, which Square, by the way, is graced by the statue of Lord Nelson, erected by the citizens early in the century. The system of wharves began in 1826 and has been extending ever since, but the first real contract for wharves was let in 1830, between which year and 1832 something less than a mile of wharves was made. The wharf front had been extended to, altogether, a mile-and-a-half from 1840 to 1846, and nothing further was done at this work until 1856, since which date extensive additions have been made from time to time. About 1850 to 1855 a great impulse was received by Montreal's business through the advent of railways and ocean steamships and the enlargement of the Lachine Canal. It was in 1853 that ocean steamers first came to Montreal. During that navigable season four were entered at the port, and in 1854, six. But in 1855 there were none, owing to all steamers being engaged by the British Government as transports to the Crimea. In 1856 the Allan Line, known as the Montreal Ocean Steamship Company, began trans-Atlantic steam service with four vessels of an aggregate tonnage of 6,536 tons. The line has now 32 steamers and sailing vessels, of a total tonnage of 110,000 tons, and has, besides, recently absorbed the State Line of trans-Atlantic steamers, whose five steamers aggregate 16,000 tons.

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Great energy was shown in providing facilities for shipping, when Montreal had realized that it was possible for her, by deepening the River St. Lawrence and improving her harbor, to supersede Quebec as the ocean port for western merchandise.

To effect a junction, as it were, between the ocean and the St. Lawrence navigation, it was necessary to widen the already-existing barge canal around the Lachine Rapids. So this was done by 1850, and well has it served, together with the St. Lawrence canals, the interests of Montreal. It was about 1860 that what before had been pronounced a mere visionary dream was demonstrated as a fact: Two lake schooners, with flags and streamers flying, laden with grain in Chicago, passed down the Lakes, and through the Welland, St. Lawrence and Lachine canals, bound for Liverpool, which port they reached in safety, without transhipping cargo. Returning, they brought cargoes of British merchandise to lake cities. Timber began to be shipped from Lake Erie to Cork and Leith, as well as from Quebec. But the drawback to a continuance of this trade was the too limited capacity of such vessels as could pass through the canals. The direct trade was superseded by the transhipment of grain from Lake Michigan ports at Kingston into barges for Montreal, where it finds the ocean steamer.

A great thoroughfare for grain to Europe, and a natural one, is the St. Lawrence route. The shipments from Chicago and Milwaukee to Montreal by water have ranged from 5,000,000 to 12,000,000 bushels yearly for a long period. And of late, Duluth, on Lake Superior, has been added to the cities which ship grain direct to Britain, via Montreal: and Port Arthur, too. The proportions of this breadstuffs trade are thus stated: the flour reduced to bushels and grain received at Montreal in 1887, mainly for export, was equal to 17,800,000 bushels of grain. Provisions and dairy produce are other large items of export, the shipments of these last year amounting to over a million boxes. Canadian cheese has as good repute on the Liverpool market as Canadian wheat, timber and cattle.

Her receipts of western produce by canal and river reached the following striking figures in ten years ended with 1888; to which may be added one-third more for receipts by rail:

Wheat,	49,576,000 bush.	Flour,	1,256,000 barrels.
Corn,	28,691,000 "	Cheese,	828,000 pkgs.
Peas,	16,705,000 "	Butter,	59,835 "
Oats,	7,138,000 "	Potash,	60,617 barrels.
Barley,	1,365,000 "		

In the single year 1890 the receipts of all grain at the port amounted to [illegible] bushels, and of flour 971,000 barrels. Of dairy produce the receipts that year were 1,257,000 boxes of cheese and 126,000 packages of butter; and of meats [illegible] packages.

Hon. John Young was in his lifetime one of the strongest believers in the great commercial future of Montreal, and one of the staunchest supporters, when Chairman of the Harbor Board, of a policy of government aid to her harbor enlargement and the deepening of Lake St. Peter. His views have been maintained by his successors in the

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Trust. Very significant are the figures describing the growth of the trade of the port, found in the present Harbor Commissioners' report for 1890. Thirty years ago the total tonnage coming into Montreal from sea was but 121,000 tons, only one-third of it steam. Now the yearly total is 930,000 tons, and ninety-five hundredths of it is steam. The ocean steamers of last season visiting the port numbered 624 of 889,000 tons, while the sailers from sea were 122 in number and their tonnage 41,000 tons. The present bonded indebtedness of the Trust is $2,295,000, the yearly interest on which is $118,005, and the revenue of the harbor from all sources, harbor dues, etc., for the year, was $263,239. Now again the harbor must be enlarged and improved, and what is more, the City must be protected from the spring floods caused by the tremendous ice jams in front of the City. To this end a plan has been resolved upon which will require several years for its accomplishment and will cost some $3,000,000.

Excellent water power is afforded on the banks of the Lachine Canal in front of the City, and many manufacturing establishments and grain elevators surround the canal basin. Flour mills, rolling mills, nail factories, cordage factories, cotton mills and the like utilize the power here available. In "Griffintown," as a western portion of the City is called, are various machine shops, foundries, and hardware factories. Farther east we reach the great shoe manufacturing establishments. In many quarters the tobacco factories, sugar refineries, breweries, electric works, and the other concerns which give employment to toiling thousands, push their smoke into the heavens. Their wares find market in all parts of the Dominion and far beyond its confines.

It is not the purpose of this sketch to describe political features of the country, but rather the commercial, and so we pass hurriedly on to more modern times in Montreal, lingering only to give Mr. T. S. Brown's description of the harbor and shipping in 1818, quoted by Mr. Crossley in the Souvenir Edition of the *Montreal Star*. Then, the boundary of the St. Lawrence was "the natural bank, broken by a small wharf at Youville street; and the Spring fleet from sea, consisting of half a dozen brigs, was moored to the muddy beach." Near these were some Durham boats or small barges, mostly carriers to Upper Canada. There were steamers to Quebec, it is true, clumsy, bluff-bowed things with masts, bowsprit and sails, but with so little steam power that oxen had to assist their engines, to overcome the current and reach port. Oxen were used also to tow sailing vessels, which often took a month to get to Montreal from the Gulf of St. Lawrence. "A ship of the North-west Company," adds Mr. Brown's narrative, "remained moored at the foot of St. Sulpice street all summer, till the canoes returned from the north, with the year's catch of furs; she then carried these to England."

The era of railways, which was to do so much for the development of Canada in common with other countries, found its beginnings at Montreal. The iron horse first pranced from Laprairie, opposite the city, in July, 1836. Lachine and St. Hyacinthe were reached by rail in 1847, and Rouse's Point on Lake Champlain by 1851. Part of the vast network of the Grand Trunk Railway had been completed to Portland and Toronto between 1853 and 1856, and the first train passed through the two-mile tube of

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the Victoria Bridge about the close of 1859. This great structure, designed by Robert Stephenson, for the Grand Trunk Railway Company, was five years in building. Its iron spans and massive piers reaching across the mighty St. Lawrence, connect the railway system of Canada with those of the United States.

What was known as the North Shore Railway was built from Montreal to Ottawa in 1877 and to Quebec in 1879, along the north shore of the St. Lawrence, under subsidy from the Province of Quebec. But the latest and most far-reaching of our railways, the Canadian Pacific, soon began to spread its feelers from Atlantic to Pacific. Its rails connected Montreal with Toronto via Smith's Falls in 1884, with Winnipeg in 1885—when its value was discovered in transporting our volunteers to suppress the half-breed uprising in the North-west—with Vancouver and the Pacific Coast in 1887. This now famous enterprise had been projected as a Government work, and routes for it surveyed long enough before; but when the Canadian Pacific Company undertook it in 1880, the progress made was startling. It was pushed forward across the plains and through the mountains with unexampled energy, and finished to the verge of the Pacific, in three years *before* the date contracted for, the first train leaving Montreal for Vancouver in May of 1887.

A few figures may assist to give an idea of the commercial and financial position of the metropolis of Canada. She has banks whose capital and reserves amount to $38,000,000, and these lend money all over the Dominion, as well as in New York and Chicago. The oldest and largest of these was founded more than seventy years ago. There are thirty shoe factories in the city, employing 5,000 persons, with a yearly out-put of 4,500,000 pairs, while the rolling mills, nail factories, cotton mills, and sugar refineries add their quota to bring the population to 210,000. The Clearing House returns show that for a single year, 1890, the bank clearings amounted to $473,984,000, showing Montreal to be the twelfth city of the American continent in respect of commercial transactions.

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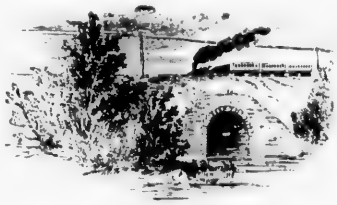

Montreal is an interesting city, especially to American visitors, who find in the narrow streets of the business quarter, the quaint buildings, with tin roofs and dormer windows, that here and there remain, the odd nomenclature of streets and squares, in which Saints' names overshadow those of ancient dignitaries or heroes—in all these they find reminders of the historic past. And to them, so accustomed to "act in the living present" and to "let the dead past bury its dead," the mingling of races, the mixture of languages, the contrast of the simple *habitant* at the market with the sharp, strenuous city merchant, the jostling of the old by the new, pique curiosity and give a certain excitement to a visit.

Instances are frequent of the ancient and the modern, side by side, in the changing streets. On Beaver Hall Square, close to the bronze statue of Queen Victoria, is a low, steep roofed, tin-covered building of the last century, sandwiched between handsome modern warehouses of blue limestone and grey sandstone. And on Place d'Armes Square, in the very heart of the business quarter, the ancient wall and strange facade of the Sulpician Seminary upon the one side, and little old-fashioned shops upon the other side of the tall towers of Notre Dame, look out upon beautiful colonnades and great tall structures of the most approved Canadian or American architecture.

Among the buildings of the city well worth seeing are the City Hall, the Post Office, the Bank of Montreal, McGill College, the Montreal College, while the stations of both the great railways, through which one is likely to pass, can hardly fail to attract notice. The Board of Trade is erecting a new and handsome home for itself on St. Sacrament St. Of churches and convents there are scores, perhaps hundreds, but those of striking architectural pretension are few. The great dome of St. Peter is the first thing one sees on issuing from the Windsor Hotel, and the interior of the Gesu church and Notre Dame no visitor should miss.

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Halifax, Nova S

ACADIE, a region of plenty, was the name given by the Indians to Nova S[illegible], according to the account of Champlain and De Monts, who explored it in 1604, and named the Bay of Fundy, la Baie Francaise. The abundance spoken of by the Indians referred to fish, partridges, moose, cariboo and the smaller fur bearing animals. But a later race has found yet further wealth in and upon the land in timber and minerals, fruit and grain. Various were the proprietors of the much-disputed province during the seventeenth and part of the eighteenth centuries—the aboriginies, the French, the English, and almost (in 1781) the Americans. Port Royal was the capital of the country from the time the French first colonized it. Poutrincourt, Latour, Menneval, are well-known names of the French period. But in 1707 General Nicholson captured the place for Queen Anne of Great Britain, and called it Annapolis Royal. To day it gives its name to a valley which is a synonym for peace, beauty, and abundance of fruit.

The founding of the city of Halifax has features of romance. It had been determined by the British Government, a hundred and forty years ago, to form a settlement in Nova Scotia with the troops disbanded after the war with France. Earl Halifax was deputed to carry out the scheme. So in June, 1749, a fleet of transports, laden with immigrants, food, fishing and farming implements and weapons of defence, sailed up the spacious and beautiful Chebucto Harbor, with flags flying, followed by wondering savages in their canoes. Landing on the west shore, the colonists felled the forest trees, laid out streets, erected block-houses to be armed with artillery, and in fact made a line of defence around the settlement. In the same year they erected a church and a chapel. This modest settlement has grown to be a city of 40,000 inhabitants, the capital of the Province of Nova Scotia, and one of the great sea-ports of the Dominion of Canada. When the Citadel Hill, which rises 250 feet above the Bay, was first crowned with the fortifications which arrest the eye, we do not know. But taken in conjunction with the martello towers on Point Pleasant, the fort on St. George's Island, and Fort Clarence on the east, with their Armstrong guns, the frowning wall and its port-holes bid scanty welcome to an enemy.

For many years Halifax has been a depot for British troops, and distinguished as a rendezvous for the North American squadron of the British fleet, and the site of Her Majesty's dock-yard. Of late, however, since the withdrawal of the troops from Canada, she has given greater attention to matters of commerce and manufacture. The citizens of Halifax have for years traded extensively with the West Indies, sending

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thither Nova Scotia fish and lumber, and bringing thence sugar, molasses, fruit and rum. They have regular communication with Europe by steamer—indeed Halifax has the distinction of having been for years a port of the Cunard fleet, besides the less-known honor of being the port whence the first steamer started from America for Europe. Lines of steamers to Portland, Boston, and New York, in the States, to the West Indies and Bermudas, to Newfoundland and Prince Edward Island, packets to shore ports of the Provinces, fishing and sealing schooners, Atlantic liners and grim ships of war—all these combine to make the noble harbor of Halifax the busy sight we find it. Valuable as a winter port for Canadian ocean steamers when the ports on the St. Lawrence are closed by ice, and as a coaling station for passing liners, she is also distinguished as the terminus of the Intercolonial Railway, which links together three provinces of the Dominion.

Halifax is a strongly British city, as is to be expected from its settlement, its army and navy traditions, and its greater nearness to the British Isles than other Canadian cities. In feelings and tastes the residents are British to the core, notwithstanding that their proximity to the United States and intimate business relations might have been expected to render them in a greater degree susceptible to influences from that country. In no respect do their British leanings appear more strongly than in their customs, their sports, and especially their genuine hospitalities. Yachting, rowing, cricket, tennis, quoits, and athletics generally, are pursued with ardor by her young people. The Royal Yacht Squadron and the Halifax Club are associations not surpassed by similar institutions on this side the Atlantic. No more delightful beach for sea-bathing can be found than that offering at Cow Bay, ten miles from Dartmouth suburb.

In the harbor is an admirable dry dock, a marine railway, a grain elevator, two sugar refineries, while the City possesses a cotton mill, various machine shops, and shoe, furniture, and paint factories. A large business is done in West India products, flour, fish, lumber, gypsum, by Halifax merchants. It should not be forgotten, either, that gold-mining is an industry of some moment in the province. There is considerable accumulated capital in the capital of Nova Scotia, whose banks and wholesale houses give evidences of solidity and system. One or more of its banks have branches or agencies in the West Indies and the United States, in Montreal and the Eastern provinces. The City is worthy of her lineage, and does credit to her reputation as the principal city of the Maritime Provinces of the Dominion.

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Winnipeg

A PRAIRIE City, to one who has never seen it, is apt to be imagined as flimsy because new, and monotonous because flat. Our Prairie City, Winnipeg, the capital of Manitoba, is neither the one nor the other, but a substantial, handsome, interesting place, with but few marks of its comparatively recent origin. The great width and striking aspect of Main street as viewed from an elevation, its grades, and the character of its buildings, impress one with the idea that they have been where they are for ages. Yet Winnipeg has all been built within twenty years—by far the larger part of it within ten years.

Previous to 1869 the site of the City was known as Fort Garry, which was a trading post of the Hudson's Bay Company, and around which were clustered some 300 souls, many of them traders for buffalo skins and other furs. We do not require here to relate the incidents that especially directed the attention of eastern Canadians to the fertile agricultural territory of the Red River, as it was then known. Suffice it to say that in a very short time Winnipeg had made marvellous strides. In 1873, by which time the Province of Manitoba had been admitted into the Dominion, with Winnipeg as its capital, the place had about 2,000 inhabitants. People were flocking into the new land, which was to us what Minnesota and Dakota were to the Americans, and they went there to test the fertility of that wonderful prairie soil.

The City was situated within the irregular space formed by the junction of the Assiniboine, flowing east, with the Red River, flowing generally north, and "winding at random," as Whittier's poem describes it. But since the building of substantial bridges over both rivers the citizens have swarmed across the former river and made its further shore beauteous with villas and gardens, and the east side of the Red River will doubtless receive portions of the overflow of residents. It is a peculiarity of Winnipeg that its population is formed very largely of former residents of Ontario and other eastern provinces of Canada. Indeed, any one who had a tolerable acquaintance with Ontario towns and cities five or ten years ago, will meet a score of familiar faces during an afternoon's stroll on Main street. But they will not be the same faces exactly; even the people will have shown something of change, and that not for the worse. There is an indefinable but still undeniable stimulus in that western air, an exaltation in a distant and apparently limitless horizon, a potent force—may be physical, may be psychical—in the strange surroundings of a new field, where every man is "the son of his own works, faces and new sce

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The building of the great trans-continental highway, the Canadian Pacific, did a great deal for Winnipeg, its Emerson branch having been built from that City to the Dakota boundary a dozen years ago. But the City has also water communication by steamer with far distant points on the Red and Assiniboine rivers, and regular steamers on Lake Winnipeg, where the lumber trade is one of great and growing importance.

Improving these waterways is a live subject. The present Lieut.-Governor of Manitoba, Hon. John Schultz, when a member of the Senate, wrote a valuable paper on "The Waterways of Manitoba and the North-West," in which, after stating that the American system of improved navigation, including their dam at Goose Rapids on that river and their dredging thence northward, secures an equal depth of 5 feet at low water for 264 miles to the International Boundary, he suggests that "the project of damming the Red River at Winnipeg is to effect, first, a communication with this American system, and, secondly, to secure the great water power to be thus obtained." In the same paper, which was contributed to THE MONETARY TIMES issue for Christmas, 1887, the Governor mentioned the 15,000 miles of good lignite in the Souris River country, the 150 million tons of coal in a workable condition near Medicine Hat, and stated that "on Lake Winnipeg there is iron enough to suffice for our wants for the next hundred years, and on Lakes Winnipegosis and Manitoba salt enough to supply Canada from Lake Superior to the Pacific for a century.

By 1885 the main line of the Canadian Pacific Railway was completed between Montreal and Winnipeg, a year or two later the Pacific Coast was reached, and now daily trains east and west, filled with settlers from Britain, visitors from San Francisco or Hong Kong, cool their axles at the station in Winnipeg.

The glamour of novelty and the unreflecting hopefulness of those who crowded to the new province caused what is known in American parlance as "a boom" in town and village property. This "boom," as the rise in nominal value was called, proved an unhappy thing for several places in Manitoba. People seemed to lose their heads, and urged on by speculators, paid prices for lots in "cities" on a paper that would have been excessive if paid for land in cities old and well-established. Nay, more, such was the temporary flow of population to the new El Dorado, and so misled were people of other-

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Manufacturers of

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Fall, 1891 = = **Shoes**

WE have much pleasure in announcing that our **FALL SAMPLES** are now ready for inspection, and will be found to maintain the High Standard already established for our goods, while also embracing the **NEWEST IDEAS** in Shoe Manufacture.

J. & T. BELL, 1667 Notre Dame St., MONTREAL

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THE FEATHERSTON $3 SHOE

MADE BY

A. M. FEATHERSTON

Corner St. Lawrence and Craig Sts.

MONTREAL, P.Q.

THE FEATHERSTON $3 SHOE

Is made of the best leather and in the best style. It is an honest shoe. There is three dollars' worth of wear in it. The foxing is seamless and is of King's [illegible] of calf, [illegible] in the country. [illegible] The [illegible] is of extra [illegible] leather, selected stock. The finish of the shoe is perfect. The shoe is made in three widths, medium, wide and walking [illegible]

HOW TO GET A PAIR

Those living outside Montreal can send $3.75 [illegible] and the shoes will be forwarded, express paid, to any express office in the Dominion. In ordering be careful to state size and width, and to give the address plainly.

$3 FEATHERSTON'S $3

THREE DOLLAR SHOE

Langley & Co.

Established 1858

Wholesale and
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21 & 23 YATES STREET

VICTORIA, B.C.

wise cool judgment as to the brilliant prospects ahead, that private capitalists and even joint stock concerns made loans on mortgage at the inflated values. Not to dwell on this unpleasant phase of the country's development, it is pleasant to be able to say that the steady growth of the Province, derived mainly from the marvellous productiveness of the soil, is year by year adding to the resources of the people and tending to the establishment of a real standard of value in real estate.

However successful the few in making money by trading town lots, the real wealth of the Province lay in the produce of the soil. Cold though the winters were, the rich black prairie land was found to produce, aided by the fostering sun and the balmy air, crops of grain that made even the Ontario farmer open his eyes. The census of 1886 gave 16,000 farmers in the Province, and according to the figures of Mr. C. N. Bell, Secretary of the Winnipeg Board of Trade, these 16,000 farmers raised between 13 and 14 million bushels of wheat, or 850 bushels each! This was at the rate of 31½ bushels per acre for the 432,000 acres seeded. In that year the value of wheat exported was placed at $4,625,000; of flour and bran, $1,250,000; of barley, oats and oatmeal, $420,000; of vegetables and dairy products, $600,000—a total of more than seven million of dollars, a rate of earning for the agriculturist that a small sum in division will make clear. The cereal and other acreage of the Province in 1889 is compared with 1887 as follows by the Bulletin of the Manitoba Department of Agriculture:

	Acreage 1889	Acreage 1887	Per cent of increase
Spring wheat	623,245	432,134	30.6
Oats	218,744	155,176	29.0
Barley	80,238	56,114	30.0
Peas	1,491	872	41.5
Flax	13,333	8,539	36.0
Potatoes	11,941	10,791	1.20
Field roots	4,075	3,541	13.1

The farm yield grains high. In the one-fifth more than in nearly a fourth more

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The farm yield of 1890 was a fairly good one, and the prices of wheat and other grains high. In the present year the area of land under cereals is 1,312,000 acres, or one-fifth more than in the previous year. The proportion under wheat is 916,000 acres, nearly a fourth more than in 1890.

Being the capital of the Prairie Province, Winnipeg is the administrative head-quarters for Manitoba, and possesses the Parliament Buildings, the residence of the Lieut.-Governor, and other structures that pertain to a capital city. In matters of legislation, education, legal procedure, as well as in business, Manitobans show in a very marked degree the qualities of acuteness, energy, and public spirit. And, indeed, there is, as we should naturally expect, a high level of intelligence throughout the Province.

The principal street of the City, Main street, is a surprise, not only in its extent, width and character, but in the rapid progress that has been effected in its paving, etc., and the steady improvement in its buildings. The City Hall with its square and monument, and the lofty Post Office with its vari-colored walls, are specimens that will bear comparison with any elsewhere. Wide is the fame of the Hudson's Bay stores, and while there are already important flouring mills erected, we look to see in the early future great milling interests arise at this point. The wholesale trade of the City is in competent hands.

After much dissatisfaction with legal restrictions which gave the Canadian Pacific Railway certain monopoly rights in the Province, and after a long struggle, the people of Manitoba attained what they desired—opposition in railway carriage. The Northern Pacific Railway of the United States has extended its lines into that Province, and there are now, beside this and the main line of the C. P. R., the Manitoba and North-western and the Manitoba and South-western roads, and the connection due south with the American roads to St. Paul and Chicago.

ST. LAWRENCE HA

MONTREAL

FEW Hotels in the Dominion or on the Continent have won the widespread popularity for prompt and satisfactory management as has the ST. LAWRENCE HALL. For over thirty-five years the travelling public have found the "Hall" the best and most complete equipped house in the country, in all its departments. Every want that human foresight can supply, for the comfort and convenience of guests, the management has ever provided for, and it is this attention that has given to the "Hall" its fame as the leading Hotel of Canada, both in the United States, Great Britain and the European Continent. For over a quarter of a century, the "Hall" has held this proud position, and has had as its guests the most illustrious representatives of Royalty and the peerage who have in that period visited the Metropolis of the Dominion.

Of the "Hall" on St. James Street, the principal thoroughfare of the City, cannot be surpassed in a sanitary point of view, and is the most centrally situated for all travellers. It is in the midst of the Banks, Courts and principal Public Offices; Wholesale and Retail Houses, and in its immediate vicinity are many of the chief historic attractions of the City.

The growth of Montreal in the past few years, and the ever increasing demand for first-class accommodation required by the travelling public, has called for large additions to the "Hall," which have been carried out and just completed. These additions have largely added to the comfort and beauty of the House. The massive and elegant exterior, five stories high, with mansard roof, and a clear frontage of 125 feet on the most fashionable street of the City, at once attracts the attention of the tourist, and a visit inside soon leads to the conclusion that for polite attention and satisfactory management the "Hall" has no superior. The new improvements have increased the accommodation for guests to over 300 well lighted and airy rooms, furnished in the most tasteful style, and with every modern convenience. Passenger Elevators are also provided, and the whole of the Corridors, Reading and other public rooms have been lighted, refurnished and decorated in the most artistic manner.

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MONTREAL.

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[illegible] Hall" is now provided with two of the handsomest Drawing Rooms in the [illegible] room is one of the recent improvements, and is a marvel of beauty and [illegible] decorations, frescoes and furnishings. The whole of the wood work is of red [illegible] Walton panellings in gold; rich mirrors adorn the walls, and massive Gas Candle Chandeliers are suspended from the ceiling. The upholstering is of the richest [illegible] description, the carpets, chairs, sofas, ottomans, etc., being specially made to suit the adornments of the room. When lit up at night the room, with all its appointments, cannot be surpassed for beauty and comfort. The old Drawing Room has also been [illegible] and refurnished with all the latest modern improved furnishings.

[illegible]

Has been enlarged, making it 100 feet long by 50 broad, and capable of seating 400 guests. The room has been thoroughly renovated and decorated in an appropriate and elegant manner by the best Italian Artists, and is lighted by Gas and Electric Light. Every attention has been paid to ensure guests the best and most appetizing meals with prompt and diligent waiting.

[illegible]

The "Hall" has heretofore been ever in advance in this department, and intends to remain so. Having better facilities, with an accomplished *chef* at the head, the wants and tastes of all our guests will be carefully attended to in a satisfactory manner.

Billiard, Hair Dressing, Sample and Bath Rooms, are all connected with the Hotel.

All trains and steamboats are met by the "Hall" busses, and polite and attentive porters are always in attendance to look after guests' baggage, etc.

Rates from $2.50, $3.00 to $3.50 per day, according to location.

Mr. HOGAN, the genial proprietor, is still to the fore, and gives his personal supervision to all departments of the House, thus securing for his guests every attention required.

MONTREAL, 1st July, 1891.

Victoria

THE fascination of the Pacific Coast climate may be illustrated by a comparison made by an American who has lived on the shore of either of his oceans. This was a handsome young Bostonian, spectacled, cultured, affable, with the evident belief that "Boston State House is the hub of the solar system," which belief, the Autocrat of the Breakfast Table assures us, "could not be pried out of a Boston man though one had the tire of all creation straightened out for a crow-bar." Said this young man to the writer, while seated on the verandah of the C. P. R. hotel at Banff, over a pæan in praise of the new City of Seattle in Washington State, and the climate of the region: "I assure you, sir, that after living two years on Puget Sound, you could not get me to go back and live in Boston." Surely no stronger proof of the attractions of that western climate can be conceived than this from an Eastern man.

In his speech at Victoria in 1876, the Earl of Dufferin, then Governor-General of Canada, soothing the impatience of the British Columbians at delay in the building of a railway to connect them with the Eastern provinces, reminded his hearers that it was not quite possible "that a railway could be flung across the Rocky Mountains as readily as across a hayfield." After some admiring references to features of the Province that had attracted his attention, the eloquent Earl cited "the noble expanse of pastoral uplands, the long vistas of fertile valleys, extending in rounded upland slopes or in gentle depressions for hundreds of miles," thus effectively taking the sting out of the objectionable phrase (since withdrawn, however, by its author) of a distinguished Canadian politician, which described British Columbia as "a sea of mountains." And indeed, it seems, the tendency has usually been to consider the 200,000 square miles of that Province as valuable for minerals only, and to ignore the fertile valleys whose capabilities in the way of cattle-raising, grain-growing, fruit-culture, are day by day being proved.

The discovery of gold on the Upper Fraser River in the year 1856 or 1858, caused a astonishing rush of miners to British Columbia. They came from California, from Mexico, from Britain—even from far Australia and China—and went to work with the feverish energy that only miners can display. And rich were the returns. Antler Creek, [illegible] account relating to 1860, yielded at one time, according to the lowest estimate, [illegible] to the value of $10,000 per day. On one claim $1000 worth was taken out of the sluice-boxes as the result of a single day's work. Soon the surface diggings and [illegible] of single workers or groups of miners gave place to a regulated system of

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mining, not only in the river sands, but in beds of quartz rock. Associated capital got to work with machinery and the newest appliances, and in ten years between 1862 and 1871, no less than $16,650,000 worth of gold from the Cariboo, Lillooet, Columbia, Shuswap, Yale and Lytton mines, was shipped from British Columbia by the banks, while miners themselves were estimated to have taken away other six millions' worth. The Stickeen River Mines, up towards Alaska, have been worked since 1875, and in the extreme south of the Province, towards the boundary, more recent "finds" have been made. The gold mining industry appears of late to be on the decline, however, for according to Government returns, the quantity shipped—being that handled by Wells, Fargo & Co., plus one-third added as estimated sent out by miners and gold-buyers—declined from $903,657 in value in 1886, to $549,170 in 1890. The Report of the Vancouver Board of Trade declares the output for the last mentioned year to be the smallest in our history since 1858, the year of the discovery, and submits the following as the figures for seven years:

1884	$736,104	1887	$693,799
1885	713,748	1888	616,741
1886	903,657	1889	585,923
Year 1890			$549,170

Other minerals are found in the Province and are attracting increased attention. Good magnetic iron has been found on Texada Island, on Vancouver Island, and at Kamloops on the mainland; in the years 1887 and 1888, 3,000 ounces of platinum were taken from Granite Creek, Similkameen district; galena has been found on an island near Vancouver; copper, native and in the form of pyrites, has been found in various parts of the Province, and silver is obtained in the Kootenay and other districts. Coal is a very important item among British Columbia's mineral wealth. Nearly $2,000,000 worth was shipped from Nanaimo to San Francisco, &c., in 1889, the coal production of which year in the Island of Vancouver was nearly 500,000 tons. There are rich anthracite deposits, too, on the mainland. Remarkable as are the statistics of lumbering on the Pacific Coast, they are not so striking as an actual vision of those kings of the Forest, the huge red cedars and Douglas firs, which attain dimensions not elsewhere found. A list is given of saw mills in the Province, whose capacity ranges from 5,000 to [illegible] feet, making an aggregate of nearly a million and a half feet per day. Spruce, birch, maple, hemlock and oak are also products of these Northern forests. "Sticks"

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Sail about every 25 Days at 12 Noon.

Superior Accommodation for Passengers.

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On every other Trip the Steamer goes as far north as Flower's Cove.

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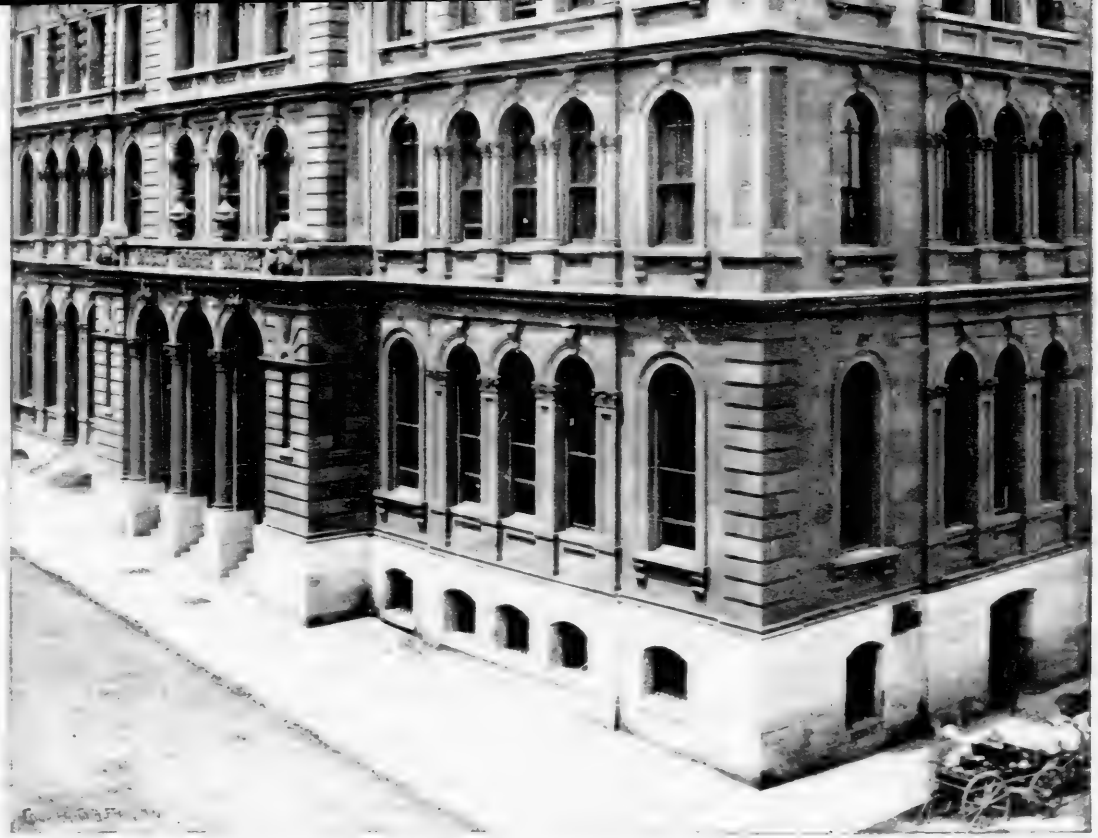

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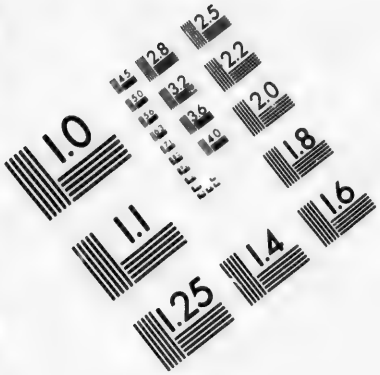

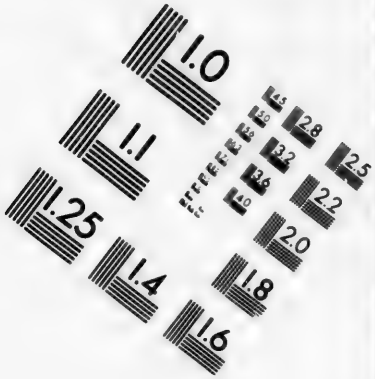

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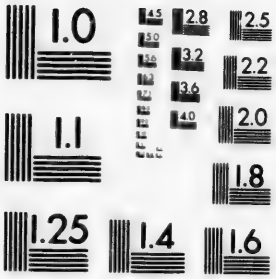

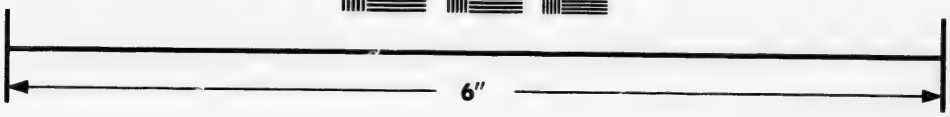

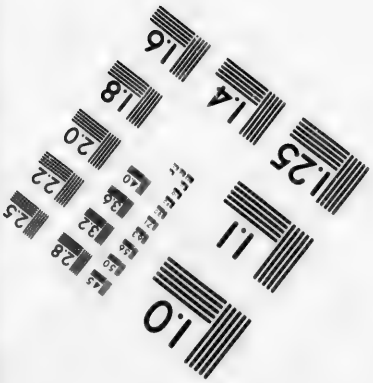

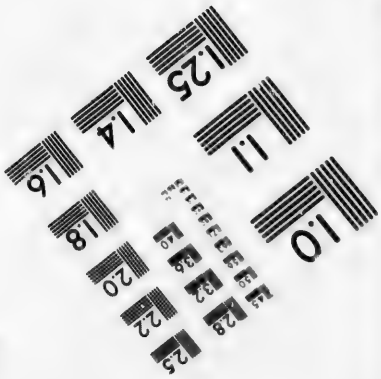

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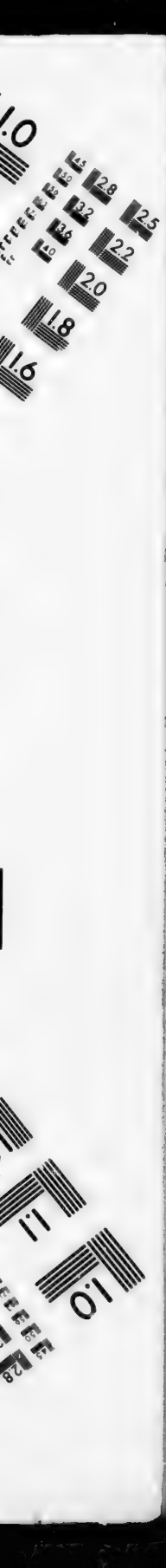

of fir, sixty feet in length and three feet square, sawed on Burrard Inlet, have been forwarded by rail for use in the Montreal Harbor improvements, and a few weeks ago a shipload of spars and other wood for use in the U. S. Navy Yard, was despatched from the Hastings Mill for Wilmington, Delaware.

A word now as to the fisheries of the Province, which are justly celebrated, and whose products have pretty well made the circuit of the globe. The salmon catch of the Fraser River alone in 1890 was 242,000 cases; Skeena River and other places brought the total to 409,000 cases, of which two-thirds went to the United Kingdom, the remainder to Australia, Eastern Canada and the United States. Halibut, oolachan and herring are items in her deep-sea fishing; while the catching of fur seals is so considerable an industry that $493,000 represents the value of these marine animals taken by Canadian sealers, nearly half the 43,300 seals secured last year having been taken in that scene of present international dispute, Behring Sea. In products of the sea, the forest and the mine, therefore, British Columbia is exceptionally rich. Her development has only just begun, and great things may with reason be expected of her future.

It is a charming sail from the harbour of Vancouver across the Strait of Georgia to the City of Victoria. The steamer takes her way through a lovely archipelago, perhaps the largest island of which, certainly the best known, is that of San Juan. A dispute arose some years ago between Brother Jonathan and John Bull as to the course of the boundary between the territories of the two nations, which was settled by a reference to the Emperor of Germany, who decided that the island we have just named should appertain to the United States. The writer remembers hearing in a Glasgow music hall about 1873, some political doggerel that contained a half-contemptuous allusion to the dispute and the royal referee, rendered by the singer with much *vim* and received by the audience with great applause, to the following effect:

> The Emperor William, in his wisdom,
> Has bethought him of a plan
> To run us in by arbitration
> For the Isle of San Juan."

The last two lines were repeated, as a sort of indignant chorus, and "To run *us* in; to run *us* in, for the Isle of San Ju-an," was vociferated by hundreds of throats in tones expressive of disgust with the award and its author.

The most westerly among the cities of the Dominion, Victoria, is a very pretty place, whose citizens, though not yet able to conceal their dislike at their Province

ten years ago, "roped into" a confederation with which they then had little in common, have no superiors in showing to the stranger a hospitality which is thoroughly English and most captivating in its friendliness. They are a prosperous community, the Victorians, well aware of the resources of their Province, able and willing to work to develop them. And they *have* worked to some purpose, for it may be doubted if there are many communities with a higher average of material comfort and even wealth than this place. There is a healthy, manly, English tone about the people too; and they do not need wiseacres from the East to teach them. The Strait of Juan de Fuca, which separates Vancouver Island from the State of Washington, bears the name of the Greek navigator who is said to have entered it three hundred years ago. Captain Cook, however, disposed of the story of Fuca as a myth. But the gallant Captain was not superior to mistakes, for he wrongly considered what is now Vancouver Island to form part of the mainland. Acting on orders from Great Britain, Captain George Vancouver went in the sloop-of-war "Discovery," and the armed tender "Chatham," to look, among other things, for a navigable communication between the North Pacific and the North Atlantic oceans. The names of his lieutenants Puget, Baker, Mudge, Johnstone, Hanson, are perpetuated in the maps of that region to-day, after a lapse of a hundred years.

Not till 1843, says Principal Grant in *Picturesque Canada*, was any further attempt at settlement on Vancouver Island made by white men. In that year the Hudson's Bay Company built a fort at Victoria, and shortly afterwards the island was made a Crown colony. A little later, when thousands of gold-seekers had come to wash the sands of the Fraser River, the mainland was also made a colony, and in 1866 the two were united under the name of British Columbia, which became a province of Canada in 1871.

"Nestling beautifully on low evergreen hills overlooking the Bay, its inner harbor running up close to the naval station of Esquimalt, offering from its natural park of Beacon Hill views of the great Olympian range and of the Cascades with the grand form of Mount Baker supreme," Victoria must be seen to be appreciated. Fanned by the gentle breezes of the Pacific, which bring with them the warmth of the great China current, what wonder that the roses and honeysuckles, the laburnums and myrtles of the Garden of the Gods seem never to have known winter. It is not possible, says Mr. Sandford Fleming, to live in a more favorable climate.

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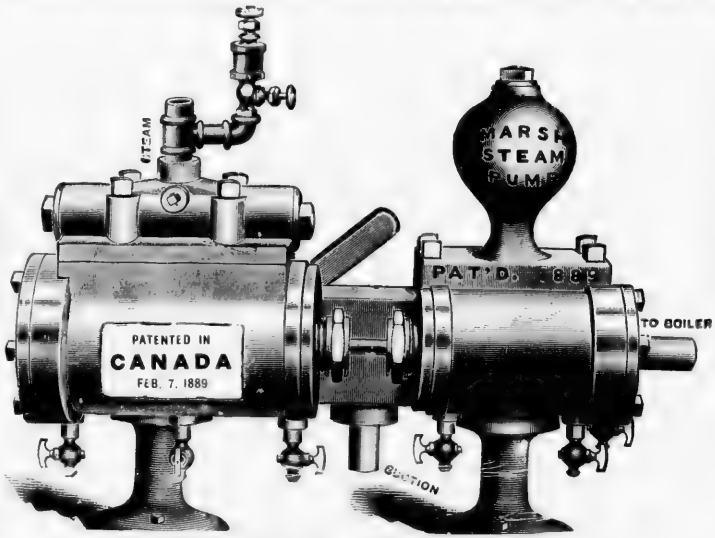

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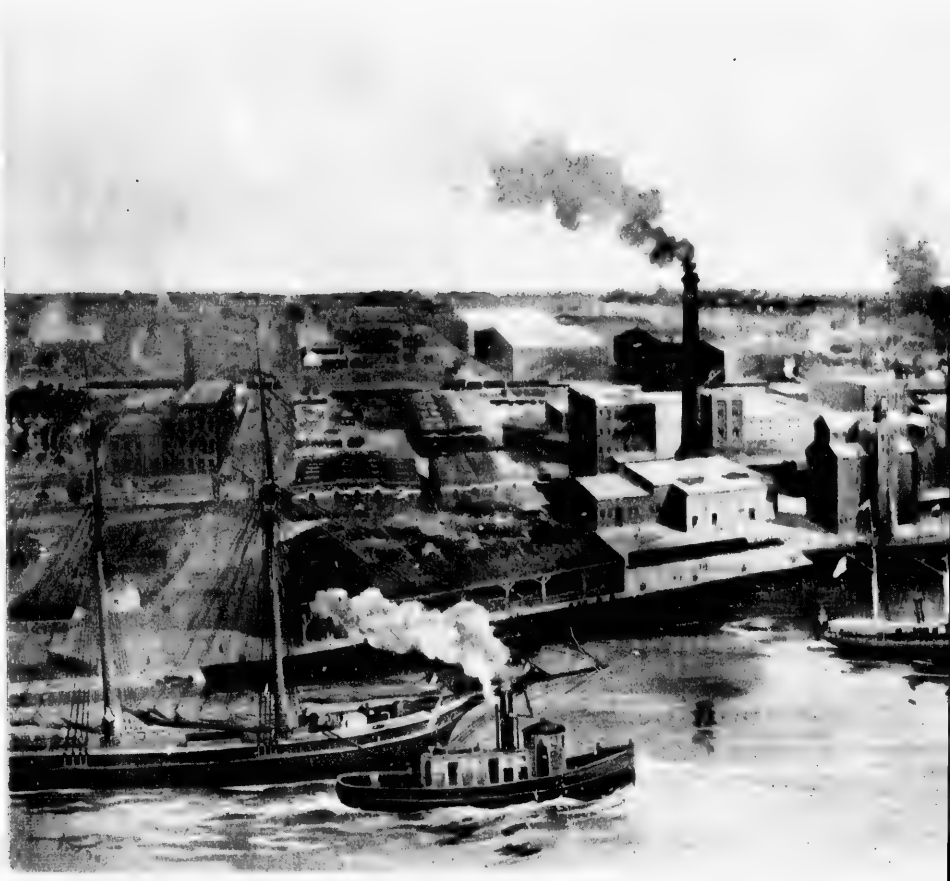

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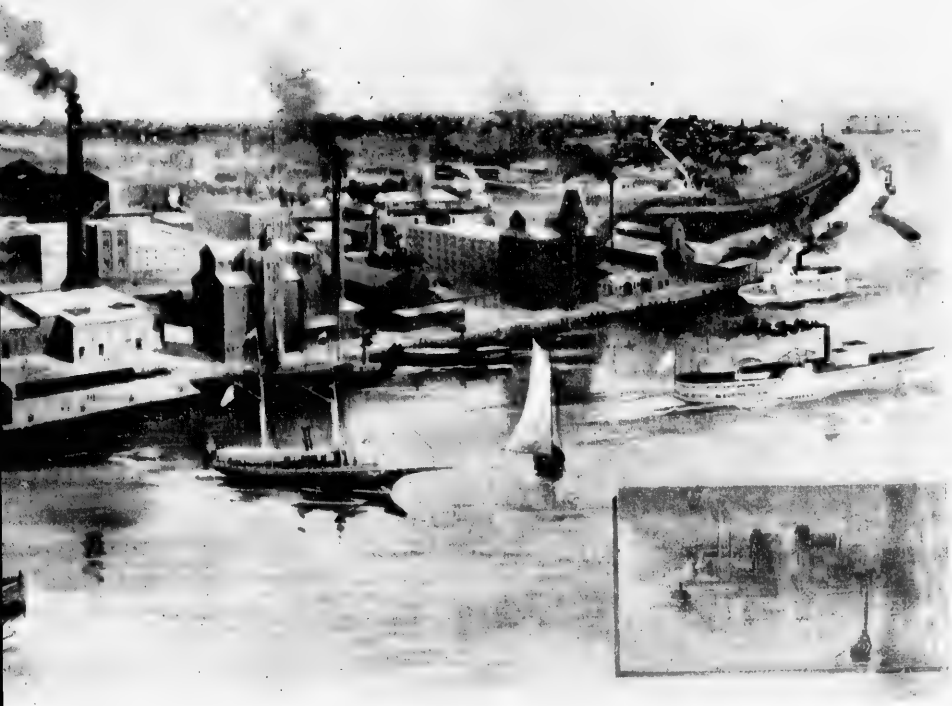

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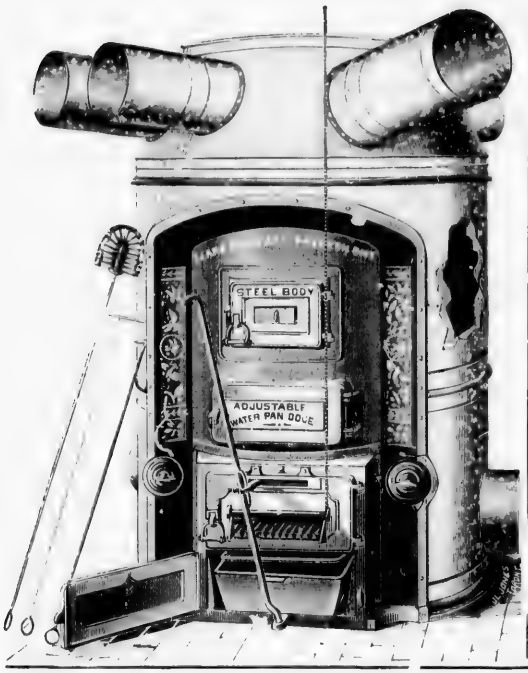

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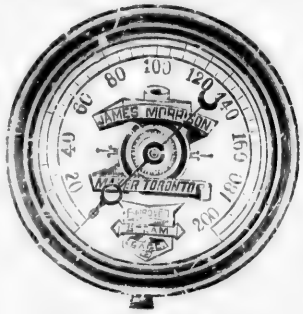

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Vancouver

PROCEEDING eastward a few hours ride on a swift steamer, the tourist reaches Burrard Inlet, in the Strait of Georgia, so named by Vancouver after Sir Harry Burrard of the navy, and the reigning king respectively. It is on this inlet that the present head of the Canadian Pacific Railway, Mr. Van Horne, determined to place the western terminus of his 4,800 miles of iron road. He named the place Van couver, and it grew, like a place in a fairy story, almost in a day, and had some two thousand dwellers when overtaken by disaster.

On a day in June, 1886, the whole town east of the post office was wiped out of existence by fire. The sudden and overwhelming sweep of the flames is thus suggested in the narrative of an eye-witness: "A man left his shop and ran to a hotel to warn his family to flee. They grasped some clothing and fled to the outskirts; the man hastened back to his shop—gone only seven minutes—found the flames licking its roof—grasped the bank-book from his desk, pushed-to the door of his safe, and choking with smoke and cinders, ran for his life. Hotel, shop, sidewalks, trees, were a smoking, smouldering mass in a fraction of an hour!"

At the date of the writer's visit in August, 1888, no stranger could realize that the town was utterly burned down two years before, so completely had the energy of the people hidden under new structures all signs of the devastation wrought by the fire. Vancouver seemed to have sprung into life like Pallas Athene in the myth, full-armed, "while a mighty commotion on sea and land announced the event to the world." Or like the fabled new-born Hermes, rising from his cradle to steal the cattle of Apollo, and coming into the world in the morning, he is found in the afternoon playing a love song on the lyre, which he had invented by placing strings across the shell of a tortoise.

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There are those among her rivals who will insist that this last comparison best suits the independent, aggressive spirit of this marvellous town.

Its site is an admirable one—mountains everywhere, a glorious harbor in front, which, with another arm of the sea, almost encircles the city. Walking westward from the re-built town, one comes to higher ground overlooking the railway terminus and wharves. On this is built the stately Vancouver Hotel, in front of which runs a broad and handsome boulevard lined with villas worthy to grace an old-world city. Below are granite blocks costing $60,000 and $80,000; brick shops of four stories, stone and frame offices and dwellings. The whole town, in fact, is on a scale and of a character to indicate that no poor folks can live there; no shrinking, slinking paupers are wanted; there is no room for the commercially maimed or halt or blind. What Vancouver wants is men. If they are the sort of men Sir William Jones described: "Men who their duties know, and knowing, dare maintain," well and good, but let it be remembered, she wants also men who can work and who have a little cash in their trousers' pockets.

Ship building has begun in Vancouver; four schooners and a steamer were on the stocks there last March. Her connection by steam with the China shore of the Pacific receives added interest by the recent advent of the new and swift steamers of the C.P.R. line, which make the journey across in ten days. Besides her steamers to various parts of the Sound, the town is connected with the American railways to the south. The streets are bright with arc lights and an electric tramway has been begun but these are things we must expect of a town which, though only seven years old, has 59 square miles of streets, and property assessed at $11,977,000. A list of industries in and about the city gives the number of employees at 6,613, and the wages paid at $4,108,000 per annum.

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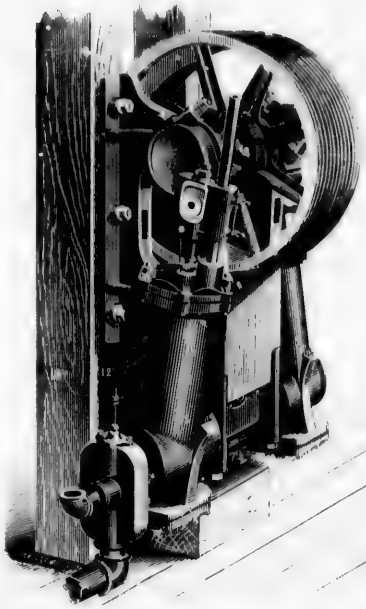

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Hamilton

WHEN a traveller reaches the City of Hamilton—and a great many travellers do, for it stands at the western end of Lake Ontario, on the highway of American travel between the Eastern States and Chicago *via* the Grand Trunk Railway and its connections—he is impressed, if he be an observant man, with the beauty of its site, the solidity of its appearance, and the sterling character of its inhabitants. The first settlers of the Township of Barton and the site of the future Hamilton were the United Empire Loyalists, who came to western Canada after the American Revolutionary War. A Canadian could hardly wish a better ancestry than they. It was about 1811 that Dundas street was cut through the forest from Toronto to Hamilton, and we are told that the first store was opened in 1812, about two miles from the centre of the present thriving City of 50,000 people. It seems very odd, at this day, to read that one Samuel Wrighton, who owned the farm which was traversed by the road from Ancaster to Niagara, laid out a village in the year of grace 1817, and sold a few lots at an upset price of $15 for a quarter acre: while if anyone wanted a good corner lot for business purposes he had to pay, and did pay, the thrifty Samuel £25 currency, or one hundred dollars.

In those days the journey to Montreal and return consumed from four to six weeks. Wheat was half-a-dollar per bushel, which was paid the farmer mostly in goods. There were storehouses for grain on Burlington Beach, and wheat was shipped to England, probably more as a curiosity than as the item of necessity and commercial profit it has since become. The counties of Wentworth and Halton formed the Gore District, so named after the Governor of the Province of Canada. This district was well watered by the Grand and Credit rivers, and in the early days the Canada Company held 42,000 acres of land within its borders. The Town of Hamilton was laid out about 1813, George Hamilton having sub-divided his farm into lots, at which date the whole township had 1,813 inhabitants. The town plot occupied a space extending back from Burlington Bay to the mountain, the streets extending at right angles towards the four cardinal points of the compass, as they do to-day—"King street running east and west, having in its centre a wide open space," which in later years became that beautiful public garden, "The Gore." At this time so dense was the surrounding forest that no thought of the future value of trees troubled the pioneer. The advice of Scott, in *The Heart of Mid-Lothian*, "When ye hae naething else to do, Jock, ye may be aye sticking in a tree. It will be growing, Jock, while ye're sleeping,"

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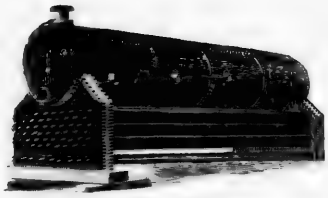
had hardly been written at that day. But in any case it would have been disregarded. How to get rid of these umbrageous hindrances to cultivation was the problem for the husbandman. The completion of the Burlington Bay Canal in 1824, giving access to Lake Ontario, marked an era in the history of the place. By 1835 the population had doubled, in 1845 it had 6,400 residents, and in 1850, when the amount of the town's assessment was £61,359, there were 10,248 people within its bounds.

The following list, taken from Smith's *Canadian Gazetteer*, of the "exports" through the Desjardins Canal near Hamilton, for the year 1845, has a flavor of "old times" and old-fashioned products about it:—

Flour	62,153 barrels	Grass seed	180 barrels
Whiskey	1,101 "	Oatmeal	90 "
Biscuit	93 "	Lard	4 "
Pork	115 "	Potatoes	230 bushels
Potash	120 "	Freestone	785 tons
Butter	95 firkins	Staves	238,289 pieces

Meanwhile, the Great Western Railway had been chartered. A dozen or more years went by and surveys were completed from Niagara, *via* Hamilton, to the Detroit River, with a branch to the River St. Clair. Galt, London, the township of Oxford, each subscribed towards the building of the road, and Hamilton took £100,000 stock. The road went on, a... was completed in 1853. Quickly grew the town, for it had received a large influx of sturdy, thrifty Scotch and English immigrants. Liberal use was made of the limestone and freestone so plentiful close to the City, and churches, stores, banks, dwellings, rose apace. "By 1851," writes W. H. Smith, "probably no town in Canada has increased so rapidly as Hamilton."

Railway communication gave a great impulse to the town, already known, along with Oakville, Wellington Square, Dundas and Brantford, as centres of grain export. It became, besides a wool market, a wholesale depot for the sale of merchandise, and among its importing merchants were the firms of Isaac Buchanan & Co., Richard ' n & Co., Kerr & Brown, the Walkers, McLarens, McGiverins, McInneses, Turners, . ners, whose customers were scattered from Lakes Ontario and Erie to Detroit River and the Georgian Bay. Manufactures began to assume the importance that now constitute Hamilton the Birmingham of Canada, with some of the attributes of



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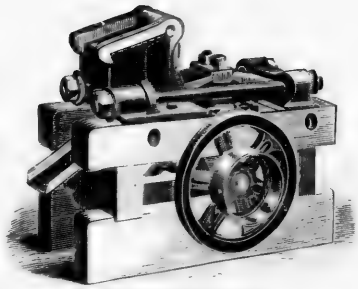

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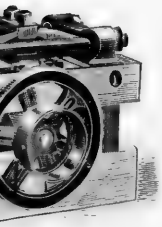

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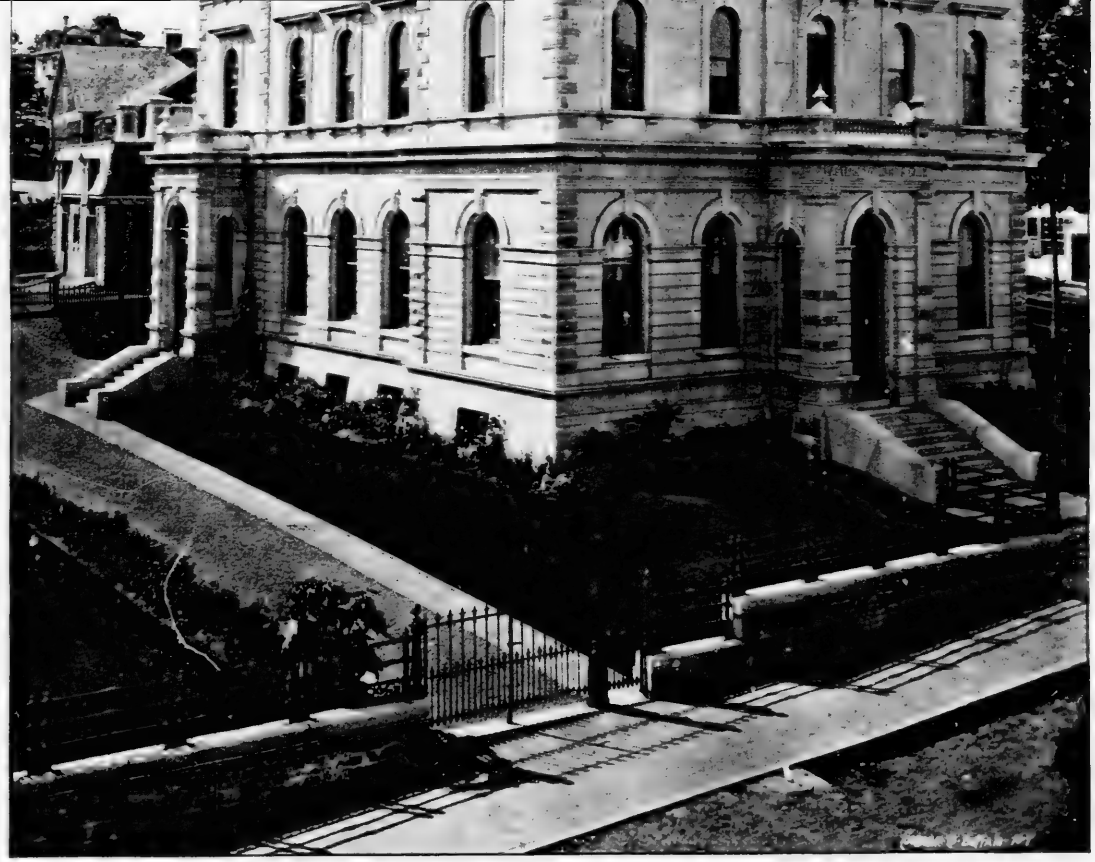

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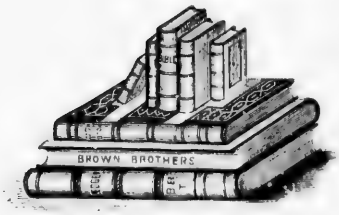

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Manchester besides. By 1865 it had more than 20,000 inhabitants, and bade fair as a mart of trade to outstrip its older rival forty miles to the east. Foundries, tanneries, mills, breweries, glass works and machine shops, distributed their wares to all parts of Ontario, and the Gurneys, Stewarts, Moores, Garretts, Copps, Wanzers, were well known names in the western peninsula and beyond. Again, after the adoption of the National Policy, Hamilton seemed to take a fresh spirt in the race with other cities for manufacturing supremacy. Establishments for making cotton fabrics, hosiery, hats, cordage, knitted goods, were added to her industries, and sewing machine factories, clothing houses, stove foundries, tobacco factories, machine shops and manufactories of hardware in great variety laid their foundations or extended their borders on a liberal scale.

Admirable is the site of Hamilton for a city, and it cannot be said that it has not been taken advantage of. Blocks of buildings of light grey limestone line the business streets, while villa residences embowered in trees upon the mountain slope assist to make the visitor suppose that he is in some city of the Old Country. The more recent public buildings are of an architectural style that challenges admiration, and of the

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modern commercial structures, the buildings of the Canada Life, the Hamilton Provident Society, the Bank of Hamilton, and other banks, are not often surpassed.

The repute of Hamilton's manufacturers, merchants, bankers, shippers, as among the shrewdest and most enterprising in the Dominion, is well earned. Broad-viewed and pushing, with a pertinacity that marks them as largely of the Scotch, Scottish, they are not more earnest at their work than enthusiastic at their play. With a lovely bay for yachting and rowing, with admirable roads and avenues for driving, they have ample opportunity for the outings that hard-worked business men need. And with that taste for invigorating sport which is an attribute of the Briton—north or south—like reasonable men, they do not affect to despise such recreative out-door games as golf, bowls, quoits and curling. Long may they continue devotees to such relaxation, for to the jaded business man,—

"Sweet recreation barred, what doth ensue
But moody and dull melancholy,
Kinsman to grim and comfortless despair

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Rise and Progress of the N

ELSEWHERE we have touched briefly upon the policy of protection to home industries adopted in 1878 by Canada. As this step, and the circumstances which led up to it, are matters of keen and frequent controversy, and as the very thorough change which it implied has had an unmistakeable effect upon the condition of the country, it is proper to take a brief survey of the ground previous to 1878, and to trace the origin of the National Policy, especially with regard to manufactures.

For some time before the date mentioned in the last paragraph, commercial and industrial depression had existed in Canada as well as in other countries. The years 1873, 1874 and 1875 had been for Canadians years of very free imports from abroad, and of very considerably increased export as well. The aggregate of our import and export trade had gone up from 148 millions of dollars in 1870 to an average of 212 millions in each of the three years, 1873-4-5. But the increase was greater in these years on the side of imports in the proportion of thirty per cent. to fourteen. There was much activity in business of all kinds; trade was overdone, in fact, and the inevitable reaction followed, with disastrous consequences to many firms and to many enterprises.

What made matters worse for Canadian manufacturers at that period was that under our then moderate Customs tariff of 15 to 17½ per cent. on imports, United States and other manufacturers were making "a slaughter-ground" of Canada by sending over to us the surplus products of their factories at lower prices than they charged at home. Cottons, hardware, boots and shoes, and a great variety of other manufactures came in across the border or from sea at prices which, even when the duty was paid, were low enough to glut our limited market and embarrass the Canadian producer. This state of things, while implying a certain advantage to the consumer in the shape of low prices—as the Free Traders contended and still contend—was of serious disadvantage to Canadian factories. The proprietors of these said, in reply, substantially this:

"What you call free trade is not, in our circumstances, free trade at all. We are "handicapped in the race by a low tariff on American goods coming into this country "to compete with ours; while if we attempt to return the compliment by sending our "products to the United States, we are met at the line 45° by a tariff double the "average of ours, which effectually shuts us out. Give us a chance to exist, through

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"reciprocity of tariffs or by any other means, and we are not afraid to compete. But "against such uneven and illegitimate competition as the prevailing system of slaughtering American goods on our shores, we have no prospect of success."

Trade languished. Our exports had declined from an average of 87 millions of dollars in value in 1872, '73 and '74, to 78 millions average in each of the years 1875, '76 and '77. Imports decreased in those years from 122 millions to 103 millions. A paragraph in the Speech from the Throne at the session of 1876, deplored the stagnation existing in business. At this time, a motion was made in Parliament by the late Right Hon. Sir John Macdonald, in the following terms:

"That this House regrets that his Excellency the Governor-General has not "been advised to recommend to Parliament a measure for the readjustment of the "tariff, which would not only aid to alleviate the stagnation of business deplored in the "gracious Speech from the Throne, but also afford fitting encouragement and protection "to the struggling manufactures and industries, as well as the agricultural products of "the country."

And at the Ontario Manufacturers' Convention of October, 1877, a declaration was made in favor of "A National Policy of protection to home production as the permanent policy of the Dominion." The Dominion Board of Trade, too, which assembled in Toronto early in the following year, agreed unanimously upon a resolution which, in view of the non-political character of the body, is significant (compromise though it was) of the interest generally felt at that time in the unfortunate position of many branches of Canadian manufacture. Thus:

"Resolved—That while in the estimation of this Board the present tariff of 17½ "per cent. is fair and reasonable, yet in the event of its being found necessary to "increase the duties for revenue purposes, that this Board would respectfully request "the Government to consider the industrial development of the country in any "re-adjustment of the tariff."

The Government of the day, of which Hon. Alexander Mackenzie was Premier, and Sir Richard Cartwright, Finance Minister, turned deaf ears to the plea of the

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manufacturers of Canada for relief. Not so Sir John Macdonald, then leader of the Opposition, who took up the cry of "Protection to Native Industries." And so well did he and his lieutenants make use of it throughout the country, that at the election of 1878 his party was replaced in power, largely upon the strength of an understanding that it would, if given the opportunity, so alter the tariff as to protect the home manufacturer. That they did so is matter of record.

In the debate upon the tariff during the session of February-March, 1878, Mr. Cartwright having moved that the Speaker leave the chair, Sir John A. Macdonald moved in amendment (March, 1878,) a resolution that is now historic:

"That the Speaker do not now leave the chair, but that this House is of the "opinion that the welfare of Canada requires the adoption of a National Policy, which "by a judicious readjustment of the tariff, will benefit and foster the agricultural, the "mining, the manufacturing and other interests of the Dominion; that such a policy "will retain in Canada thousands of our fellow countrymen, now obliged to expatriate "themselves in search of the employment denied them at home; will restore prosperity to "our struggling industries, now so sadly depressed; will prevent Canada from being "made a sacrifice market; will encourage and develop an active inter-provincial trade, "and moving (as it ought to do) in the direction of a reciprocity of tariffs with our

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"neighbors, so far as the varied interests of Canada may demand, will greatly tend to "procure for this country, eventually, a reciprocity of trade."

The opportunity came, and the Liberal Party, defeated at the polls in September, 1878, gave up the reins of power to the Conservatives. Among the first cares of the new Government was a revision of the customs duties. Sir Leonard Tilley, who was chosen Finance Minister of Sir John Macdonald's new administration, framed the "Tilley Tariff," which raised the 17½ per cent. duties as a rule to 20, and put duties on certain articles as high as 25 and 30 per cent., some readjustments having been made by succeeding Finance Ministers.

As was to be expected, the result was a great impulse to manufactures. Millions of money went into machinery and buildings for factories. Many of these have done well, and under judicious management, their products have carried abroad the fame of Canada as a manufacturing country. In other directions, notably in cottons, over-production has taken place with unfortunate results. The "National Policy" was a bold stroke, in some respects a necessary one, and it has many enthusiastic defenders, notwithstanding that it taxes coal and breadstuffs. Its effect in building up manufacturing centres such as Montreal, Cornwall, Peterboro, Toronto, Hamilton, Galt, has been marked, and the improvement of our textiles and various kinds of metal, wood, and other manufactures, has been extraordinary.

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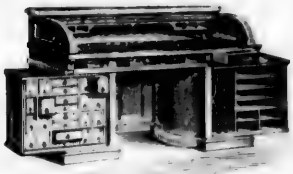

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CANADIANS have reason to congratulate themselves upon possessing a system of banking which, in its main features, is not only thoroughly sound, but also well suited to the peculiar circumstances of the country. It is the growth exclusively of the present century, and is largely founded upon the Scottish system of a limited number of large banks deriving charters from the Government and having widely spread branches, as distinguished from the American, which contemplates a large number of small banks and where no charter is required.

There was a time in the history of Canada, namely, under the French *regime*, when beaver skins and moose-skins were recognized as currency, and when wheat was a legal tender at four francs for three bushels. Parkman describes one of the Governors as attempting, two hundred years ago, to replace the coinage prepared in France for the colony, but which as regularly flowed back to the mother country, by card money. He had no money to pay his soldiers, and so he took common playing cards, and cutting each of them into four, stamped the pieces with a fleur-de-lis and a crown, and placed upon them the signatures of the Governor, the Intendant and the Clerk of the Treasury at Quebec. All that remained was to command the inhabitants to receive these as money. This was done, and for nearly fifty years this wretched makeshift, "fiat-money" in fact, continued to be used, having no value as representing money, being but the "sign of a sign." In 1714 this rubbish had risen in amount to 2,000,000 livres, and having no value out of Canada, was dishonored. Although promised redemption at half its nominal value by the Minister Ponchartrain, the Government broke faith, confidence was lost, and "trade was half dead." The modern advocates of paper having no substantial basis may find a lesson in this experience of the Old Regime in Canada.

At a later date, under the English dominion, coins of some five other countries were made legal tender, and attempts were also made to establish banks. These attempts not succeeding, Government was obliged, during the war of 1812, to create an Army Bill Office or temporary bank of issue. Between 1817 and 1825 five banks were established in different provinces, two in Lower Canada, one each in Nova Scotia, New Brunswick and Upper Canada. It is worthy of remark that these banks are in existence to-day, all but the last. It is a fact that during the rebellion of 1837-8 the banks in Upper and Lower Canada temporarily suspended special payments under

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permission of an Order-in-Council. At the date of Confederation, 1867, there were twenty-seven banks doing business, under charters whose provisions varied a good deal. In an article compiled by Mr. B. E. Walker for the *Encyclopedia of Political Economy*, the different provisions are thus outlined:

"In Upper and Lower Canada (old Canada) shareholders were liable for double amount of stock, except that there was one bank *en commandite*, 'the principal partners' having unlimited personal liability. In most cases notes could be issued equal to the amount of the paid up capital *plus* the specie and Government securities held. In New Brunswick charters had been granted without double liability, but the principle was being insisted on in renewals; while in Nova Scotia, in the opinion of some, there was no double liability. In Old Canada and Nova Scotia, as a rule, total liabilities were restricted to three times, and in New Brunswick to twice, the amount of the capital. There was also one bank with a Royal Charter, head office in England, and shareholders not under double liability. The situation was further complicated by the Free Banking Act, under which notes could be issued secured by deposit of Government debentures, and by the legal tender issues of the Governments of Old Canada and Nova Scotia. In 1866-7 two of the largest banks in Upper Canada failed, resulting in a very severe financial crisis.

"Under these conditions and after tentative legislation in 1867 and 1870, the first general Bank Act of the Dominion was passed in 1871 (34 Vic., ch. 5.) It confirmed the special features in the bank working under Royal Charter, and that with 'principal partners' personally liable. As the charters of other banks expired they were renewed under the Dominion Act. The first Act extended all charters ten years, which practice has been followed thus far. There were various amendments during the first few years, but since the changes have been infrequent except at the regular revisions in 1880 and 1890. The latest Act is that assented to May, 1890, and to come in force July, 1891. (53 Vic., ch. 31)."

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BANKERS IN UNITED STATES New York Bank of New York, N. B. A. Boston Merchants' National Bank. Chicago American Exchange National Bank. St. Paul, Minn. First National Bank. Detroit First National Bank. Buffalo Bank of Buffalo. San Francisco Anglo-Californian Bank.

NEWFOUNDLAND Commercial Bank of Newfoundland.

NOVA SCOTIA AND NEW BRUNSWICK. Bank of Nova Scotia and Merchants' Bank of Halifax.

BRITISH COLUMBIA—Bank of British North America.

A general Banking business transacted.

Letters of Credit issued, available in China, Japan, and other foreign countries.

THE ONTARIO BANK.

CAPITAL PAID-UP, $1,500,000
RESERVE FUND, 250,000

HEAD OFFICE, **TORONTO.**

DIRECTORS.

SIR WM. P. HOWLAND, C.B., K.C.M.G., - President. R. K. BURGESS, Esq., - - - Vice-President
HON. C. F. FRASER. | A. M. SMITH, Esq. G. M. ROSE, Esq.
D. MACKAY, Esq. | G. R. R. COCKBURN, Esq., M.P.
C. HOLLAND, - - General Manager.

BRANCHES.

Aurora	*Kingston*	*Mount Forest*	*Peterboro'*	*Sudbury*	*500 Queen*
Bowmanville	*Lindsay*	*Newmarket*	*Port Arthur*	*Toronto*	*St. W.*
Cornwall	*Montreal*	*Ottawa*	*Pickering*	*Whitby*	*Toronto.*

AGENTS.

London, Eng. Alliance Bank (Limited). France and Europe Credit Lyonnais. New York—Fourth National Bank and Messrs. W. Watson and Alexander Lang. Boston—Tremont National Bank

THE DOMINION BANK.

CAPITAL PAID-UP, $1,500,000
RESERVE FUND, 1,300,000

DIRECTORS.

JAMES AUSTIN, - - President. | HON. FRANK SMITH, - - - Vice-President
W. INCE. | EDWARD LEADLAY. | E. B. OSLER. | JAMES SCOTT
WILMOT D. MATTHEWS

HEAD OFFICE, **TORONTO.**

AGENCIES.

Brampton	*Cobourg*	*Lindsay*	*Oshawa*	*Uxbridge*
Belleville	*Guelph*	*Napanee*	*Orillia*	*Whitby*

Toronto,—Queen Street, corner of Esther Street
" Market Branch, King and George Sts.
" Spadina Avenue, No 366A
Toronto,—Queen Street East, corner Sherbourne
" Dundas Street, corner of Queen

Drafts on all parts of the United States, Great Britain and the Continent of Europe, bought and sold.
Letters of Credit issued available in all parts of Europe, China and Japan.

R. H. BETHUNE, Cashier.

ssue permission to do business. Shares are held subject to what is known as double liability, *i.e.*, in the event of the bank's assets being insufficient to pay its debts, a shareholder is liable for the deficiency to the extent of an amount equal to the par value of his shares, in addition to any amount unpaid on such shares. Shareholders do not escape the double liability by transfer, unless a period of sixty days has elapsed before suspension. Directors become personally responsible if dividends are declared impairing the capital, and no division of profits in any shape exceeding 8% per annum is permitted unless the reserve fund or rest equals 35 of the paid-up capital. The Act prescribes the form in which the directors' annual report to shareholders shall be made, and requires most comprehensive monthly returns to the Finance Department, which are printed and discussed in the leading newspapers. The Finance Minister may call for special returns from any bank at any time. A list of shareholders in all banks, with their holdings, is published by the Government annually. A return of dividends and balances unclaimed for five years is required annually, and in event of the bank's insolvency, such amounts must be paid over to the Government to be held for owners. The statute of limitations does not run as against depositors in favor of banks. Banks may not lend upon security of real estate, but may take security upon real and personal estate for previous advances. The Act abounds with [illegible] penalties for breach of its provisions.

Note Issues.—In the successive Banking Acts of the Dominion Parliament banks have been empowered to issue circulating notes to the extent of the unimpaired paid-up capital. By the first Act the note holders had no greater security than the creditors. At the renewal of the charters in 1880, the circulating note was made a prior lien upon all assets; and at the last renewal the banks, at their own suggestion, are, in addition, required to create in two years a guarantee fund of 5 upon their circulation, to be kept unimpaired, the annual contribution, however, if the fund is depleted, to be limited to 1%. This fund is to be used whenever the liquidator of a failed bank is unable to redeem note issues after the lapse of sixty days. Notes of failed banks are to bear 6% interest from date of suspension until the liquidator announces his ability to redeem. Banks are also required to make arrangements for the redemption at par of their notes in every part of the Dominion. Thus the bills will pass over the entire Dominion without discount under any circumstances. Fines from $1,000 to $100,000 are imposed for over-issue of notes. Notes of lesser denomination than $5 may not be issued, and all notes must be multiples of $5. Notes smaller than $5 are issued by the Dominion Government. It is to be remarked that, having power, on the 31st December, 1889, to issue to the extent of $60,289,910, the banks had in circulation only $53,559,700 at that date. The average of assets held, including double liability, to secure each dollar, was $0.37, the lowest individual average being $0.[illegible]5.

Reserves.—No reserves are actually required by law. The cash reserves in gold and legal tenders have averaged for some years about ten per cent. Fill money is almost entirely supplied by the note circulation. The smaller banks keep their available reserve in deposit with the leading banks in Montreal. The larger banks have their immediately available reserves largely in security loans in New York and Chicago.

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Forty per cent. of whatever cash reserve a bank may choose to keep must be in Dominion legal tenders, a provision entirely in the interest of the Government.

The following figures indicate the growth of banking in Canada, the years 1856 and 1860 being for old Canada alone:

	Paid-up Capital	Note Issues	Deposits
1856	$13,700,000	$10,500,000	$8,600,000
1860	24,400,000	9,700,000	15,900,000
1870	32,000,000	14,100,000	50,700,000
1880	60,500,000	20,100,000	84,800,000
1890	59,500,000	32,000,000	136,200,000

The total deposits in chartered banks, Post Office and Government saving banks, Montreal and Quebec saving banks, and the real estate loan companies was, on June 30th, 1887, $183,756,329, and is now over $200,000,000. The currency of Canada was declared by 34 Vic., ch. 4, to be dollars, cents, and mills, similar to that of the United States. By the same Act the British sovereign is declared legal tender at $4.86⅔. The gold coins of the United States of $5 and upwards are a legal tender. Copper and silver money is coined, but no gold.

Branch System.—Perhaps because the first bankers in Canada were to a great extent English and Scotch, the branch system has become so firmly established that but one or two Canadian banks have no branches. Altogether, there are about 400 bank offices, including 14 city branches in Toronto, administered by 38 banks, the largest number of any one bank being 43, two other banks having about 30. One of these has branches from Halifax on the Atlantic to Vancouver on the Pacific, a distance of about 3,500 miles. Any town of 1,000 or 1,500 people may have a bank of deposit and discount of high standing, and administered by a trained bank officer. Slow-going communities where deposits accumulate thus provide the means of satisfying the wants of new and enterprising localities where the demand for money is out of all proportion to local supply. As a result of this economy in the distribution of capital, and the advantages arising from till money without cost, and the profits of circulation, rates of interest in Canada are as low or lower than in any country except the three or four leading nations of the world, and Canadian banks cannot go to Great Britain for deposits, as other colonial banks do, because they cannot afford the rates paid by other banks. The proportion of deposits to capital is still so small—only 2 to 1—that branch banking could not have reached its present comparatively perfect development but for the note issues not being specially secured. It has been argued that if this power were taken away or replaced by a specially secured issue, perhaps one-half of the branches would have to be closed.

In Canada, bank note circulation expands and again contracts during three months in each year as much as 20 per cent., owing to the products of the country being mainly of the forest and field. This fact, marking the need of an elastic currency, and the necessity for till money without cost at the branches, says Mr.

THE NORTH BRITISH AND MERCANTILE INSURANCE COMPANY'S BUILDING MONTREAL.

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LDING. MONTREAL.

North British

Mercantile Insurance Co.

Paid Capital, : : :	$ 3,437,500
Total Assets, : : : : :	50,376,064
Canadian Investments, : : . :	3,800 000

HEAD OFFICE FOR CANADA

Montreal

AGENCIES
THROUGHOUT THE DOMINION

Walker, have caused Canadian bankers to steadily oppose the adoption of a currency secured by special deposit of securities.

During the period since Confederation, the banks have provided a currency readily convertible into specie, the volume rising and falling with the requirements of trade, and, apart from Dominion legal tender notes, almost the only class of money in constant use. (The amount of Dominion legal tenders in circulation is about $16,000,000, of which one-half is held by the banks, the balance representing change-making notes of denominations smaller than $5.)

The nature of banking operations in Canada is very well described by Mr. George Hague, in the course of his practical notes to *Bullion on Banking*. He distinguishes the following classes of transactions, besides a vast variety of miscellaneous loans:

(1) *Advances* applied for by millers, commission merchants, produce dealers, etc., who propose to buy grain, pork, wool, etc. These advances sometimes reach very large amounts, and are sometimes secured by pledge of grain, etc., sometimes by mere endorsement.

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Life Assuranc

IT IS no mere figure of speech to say that the system of life assurance has proved one of the greatest blessings of modern society. Its results have in tens of thousands of cases given hope and comfort to relatives who for want of it would have been left destitute and despairing. It is a system which, indeed, represents or embodies two of the leading principles of Christianity: self denial and beneficence. Self-denial, because a man in order to pay the premium upon a life policy for the good of his family at his death, must often deny himself pleasures or luxuries; beneficence, by reason of the blessings which flow from the use of associated capital, a share of which has been obtained by those who need it through the payment of such yearly premium.

It was towards the end of the seventeenth century that the idea of uniting the contributions of a number of persons in order to make a provision available on the death of each, was first formulated. Jan DeWitt, of Holland, was the pioneer in applying mathematical calculations to the value of human life, about 1670. The earliest chartered association of the kind, of which we can find record, was the Amicable Society of Great Britain, founded in 1706. This institution charged members all alike, whatever their age. But during the fifty years next ensuing people in France and England had been studying the theory of life contingencies and developed plans more in harmony with experience. In 1762 the Equitable Society went into operation in England to issue policies for the assurance of fixed sums on single or joint

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(2) *Drafts* drawn against grain, pork, wool, etc., on consignees or purchases in lakeboard or seaboard cities in Canada or the United States. The drafts are sometimes secured by Bills of Lading.

(3) *Advances* applied for by persons engaged in the manufacture of sawed lumber. This business requires a large capital to carry it on successfully, and bank advances occasionally reach very heavy sums.

(4) *Drafts* drawn by the same on consignees, or purchasers of the lumber, generally on firms in the United States.

(5) *Advances* applied for by persons manufacturing heavy timber. This trade is entirely distinct from the last, though both operate on the same raw material, viz., the standing trees of our forests. In this case, the trees are simply hewn into square lengths and rafted down the lakes or River St. Lawrence to Quebec, for shipment to England.

(6) *Acceptances*, generally of houses in Quebec, given in payment for rafts of such timber.

Besides such transactions as are indicated in the preceding paragraphs, the managers of branches or of the head offices of banks in cities have a range of paper before them of an entirely different description.

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lives, and for any term, premiums to be regulated according to age of insurants. By the end of last century the Northampton Table of life contingencies had been framed, and the present century began with eight life assurance societies in Great Britain and Ireland. There are to-day more than a hundred, having accumulated funds of £145,000,000, and paying claims of £12,000,000 per annum.

In France, too, the business had begun to take root, and 1819 saw the founding of the first French life company, La Compagnie d'Assurances Generales, which grew to such magnitude that its policies issued in a single year, 1880, amounted in the aggregate to 81,000,000 francs. Germany, too, does a life business, through its fifty odd companies, of 2,600 million marks, covering 800,000 lives.

But it is in the United States of America that life assurance has reached, if not its greatest development, its greatest relative importance among financial institutions. Before the civil war of 1860-65 in that country the system had not made any very striking progress, but during the years immediately afterward it spread with a rapidity that was marvellous. New companies sprang up like mushrooms and offered terms and inducements too liberal to be wholesome. New plans and new features were devised, novel forms of policy offered, the business was "pushed" to a degree hardly excelled even in the present day. In fact life assurance partook of the feverishness of that time of general inflation. The financial crisis of 1873, however, brought the collapse of great

Fire Insur

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DIRECTORS:

JOHN DOULL (President Bank N.S.) President

HON. H. H. FULLER (Director Merchants Bank, Halifax) } Vice-Presidents
SIMEON JONES (Director Bank of N.B., St. John }

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" JOHN F. STAIRS (Director of Union Bank of N.S.)
HUGH MCD. HENRY, Q.C., Barrister-at-Law
" J. WALTER ALLISON (Director Peoples' Bank of N.S.)
" CHARLES D. CORY, Managing Director

ST. JOHN, N.B., W. W. TURNBULL, Wholesale Grocer
" JAS. MANCHESTER, Wholesale Dry Good

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LUNENBURG, N.S., JAMES EISENHAUER, West India Merchant

WINNIPEG, MAN., JAMES REDMOND, of the Ames Holden Co.

F. W. STOBART, of Messrs. Stobart & Co.

R. T. RILEY, of the W. E. Sanford M'f'g Co.

C. S. HOARE, Manager Imperial Bank

G. E. GALT, of G. F. & J. Galt

HALIFAX

AGENCIES AT ALL
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DOMINION

re Insurance!

stern Assurance Company

OF CANADA

Capital,

$1,000,000

HEAD OFFICE, QUEBEC and Rooms,

HALIFAX, N.S.

AGENTS GENERAL AND

IMPORTANT

POINTS THROUGHOUT

THE

DOMINION.

BRANCH OFFICES:

MONTREAL, 42 St. John Street, C. [illegible] Ross, General Agent

TORONTO, 24 Scott Street, J. H. [illegible], General Agent

WINNIPEG, Western Canada Block, A. Hamilton, General Agent

VANCOUVER, Isaacs & Ross, General Agents

VICTORIA, Crasp, McTavish & Bell, General Agents

ST. JOHN, N.B., J. M. Robinson, General Agent

CHARLOTTETOWN, P.E.I., J. H. Haszard, General Agent

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numbers of weak assurance companies, and gave a check to this, as to many other enterprises. Still the well established and properly conducted societies were unshaken by this test. It is shown by the *Insurance Year Book* that the number of companies reporting to the Insurance Department of New York declined in number from 71 in 1870 to 34 in 1879, and their aggregate at risk from over 2,000 millions to less than 1,500 millions of dollars.

It is to be observed that life assurance in the United States is controlled and regulated by the governments of the several States, the courts having held that insurance in its various forms is not commerce and is not controllable by the Federal Government. Most of the separate States have Insurance Departments, the earliest to establish one for the regulation of matters of indemnity, whether fire, life, marine or other, being Massachusetts, in 1858. New York followed suit in 1859, and there are now many States which confer upon the Commissioner or Superintendent of the Department power to investigate the affairs of all insurance companies, to compel the making of a yearly return under oath, and to insist upon a deposit of a round sum in cash or securities for the privilege of being allowed to do business.

This procedure has been followed in Canada, which appointed a Superintendent of Insurance as an officer of the Treasury Department in 1877. He looks after the solvency of the companies, visiting their offices and making inspection of their assets, valuing their policies and criticising the investment of their funds. Their affairs are by law open to his inspection, and once in five years he values their life policies according to the mortality table of the Institute of Actuaries of Great Britain, the rate of interest calculated being 4½ per cent.

Less than fifty years ago there were no Canadian life offices, and the few persons in Upper or Lower Canada or the Maritime Provinces who sought for life assurance were accustomed to look across the Atlantic for it. There were some American offices doing business here between 1850 and 1860, the Ætna and The Travelers among the earliest of them. And in 1865 there were a number of British companies who wrote life risks as well as fire risks, besides the Standard, the Edinburgh, the City of Glasgow, and others, which did life underwriting only. But the only Canadian life company was the Canada, which had been founded in 1847.

By 1868 the business of life assurance in Canada, according to the official returns—not then so accurate as they have since become, for the Government was lax or the companies were careless, or both—had reached the proportions of $8,900,000 of new business under 3,990 policies, and the total premiums of that year reached $960,000. The Canada was at that date the only local company making returns. In 1871, charters were being sought in the Dominion by three new life companies, which, added to three or four previously organized, were expected at the time to furnish "a more formidable representation of local companies than could find material for profitable business." The number then reporting was twenty-four, consisting of 13 British, 10 American, 1 Canadian, the aggregate of whose business in 1870 reached $1,441,000 of premiums on $37,000,000 of policies in force, while the claims were $416,000. Half-a-dozen

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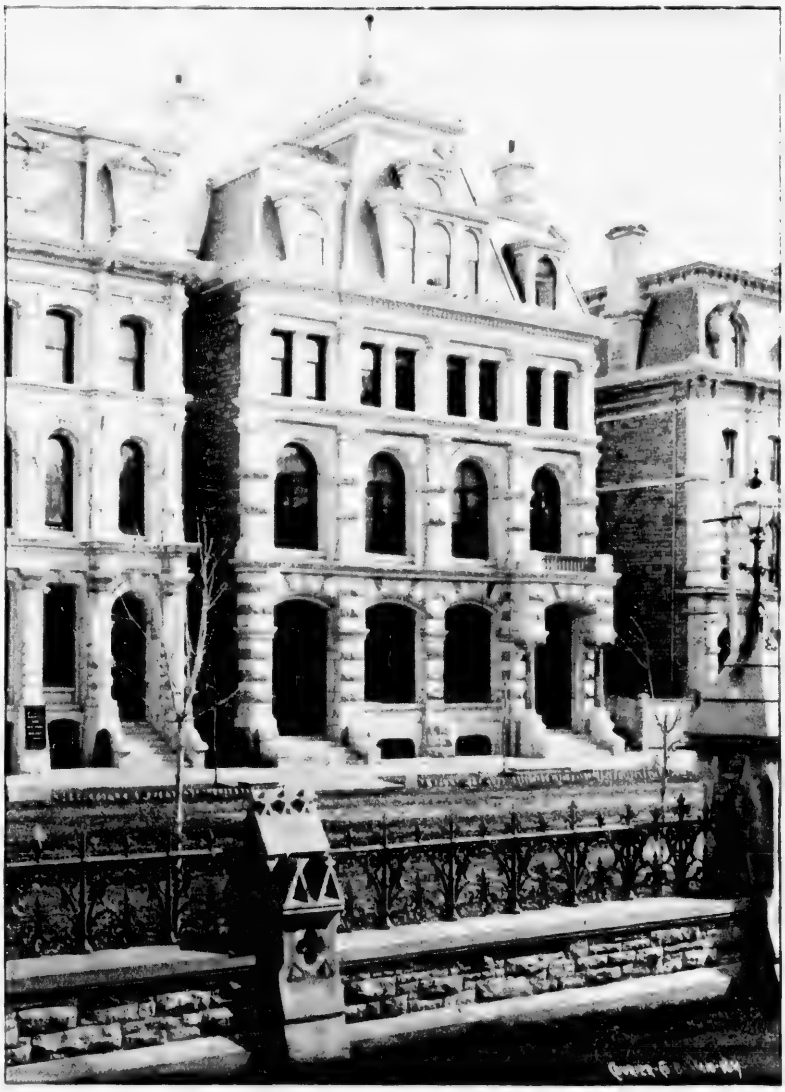
BANK OF OTTAWA, OTTAWA, ONT.

JAMES MCLAREN, ESQ. - PRESIDENT. CHARLES MAGEE, ESQ. - VICE-PRESIDENT.



BANK OF OTTAWA, OTTAWA, ONT.

DIRECTORS.

R. BLACKBURN, ESQ. | HON. GEORGE BRYSON.
ALEXANDER FRASER, ESQ. | GEORGE HAY, ESQ.
JOHN MATHER, ESQ.
GEORGE BURN, - - - CASHIER.

BRANCHES.

ARNPRIOR. CARLETON PLACE. KEEWATIN. PEMBROKE. WINNIPEG, MAN.
AGENTS IN CANADA, NEW YORK AND CHICAGO—BANK OF MONTREAL. AGENTS IN LONDON, ENG.—ALLIANCE BANK

BUILDING OF THE

Imperial Fire Insurance Company

For Canadian Branch Offices at Montreal.

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FIRE. ACCIDENT.

CITIZENS' Insurance Co., of Canada.

Established 1864.

Total Assets, including Capital at Call, the whole of which is available for the Protection of the Policy-holders, $1,328,131.

HEAD OFFICE, THE COMPANY'S BUILDING, 181 ST. JAMES ST., MONTREAL.

DIRECTORS AND OFFICERS:

HON. J. C. ABBOTT, P.C., Q.C. - - PRESIDENT.

ANDREW ALLAN, - - - - - - VICE-PRESIDENT.

C. D. PROCTOR, H. MONTAGU ALLAN, A. DESJARDINES, M.P.

J. O. GRAVEL, ARTHUR PREVOST.

E. P. HEATON, GEN. MANAGER.

WILLIAM SMITH, SEC.-TREASURER.

Canadian life offices came into existence during the next few years. In this, as in other directions, confidence in "home industries" began to grow, and the proportion of assurance done by these domestic institutions has since been steadily on the increase.

There was this difference between the British and American companies here in years gone by. Among the former, with few exceptions, life risks were a mere adjunct to their more extensive and apparently more important business in Canada of fire insurance, and were not seriously sought after; whereas the American companies which opened offices here were life offices alone, and their agents talked, canvassed, advertised, as if the fate of nations depended on their efforts. The twenty-four life companies of 1871 had become forty in 1879; at which latter date, however, their managers had either concluded that the business was overdone or they had become dissatisfied with the legislative restrictions that had meanwhile been imposed, for we find seven British and six American life companies retiring from the field, while two of the United States competitors, the Atlantic Mutual and the Globe Mutual, had taken unwilling leave through inherent weakness. This left seven Canadian, five American, and eleven British active offices, with 53,000 policies covering $86,000,000 of risks.

By the elimination of weak concerns and the withdrawal of several British and American companies, the field was gradually cleared, and the survival and growth of the fitter ones supervened. Experience taught the managers of the Canadian companies how to avoid pitfalls, and how to take advantage of the enterprising methods of their foreign rivals. So well did they apply what they had learned, and so well did the Canadian public respond to the efforts their home offices made, that whereas in 1879 the Canadian companies were doing but one-third of the business, in 1890 they secured more than one-half of the risks. Thus:

LIFE INSURANCE IN CANADA, 1879.

	Premiums.	Per Cent.
Canadian Companies	$ 919,345	35.33
British Companies	565,875	21.75
American Companies	1,121,537	43.12
Total	$2,607,757	100.00

LIFE ASSURANCE IN CANADA, 1890.

	Premiums.	Per Cent.
Canadian Companies	$4,108,653	50.37
British Companies	998,158	12.21
American Companies	3,060,652	37.42
Total	$8,167,463	100.00

Not only this, but several Canadian companies have extended their operations to the neighboring United States and to the West India Islands, while the scope of their business had been enlarged by some to include accident insurance, industrial insurance, and the sale of annuities. A Canadian company has long headed the whole list in aggregate of business, while others rival the great American companies in the amount at risk in the Dominion.

It will be of interest to give here a list of life companies doing an active business in Canada, showing the amount of their risks at close of year 1890, and the aggregate of their assets. We eliminate the figures of the Citizens, that company having relinquished life business.

Name.	Amount at risk.	Total Assets
Canada Life	$52,896,000	$11,032,000
Confederation	19,191,000	3,320,000
Dominion	582,000	82,000
Dominion Safety Fund	1,998,000	63,000
Federal	10,242,000	208,000
London	2,838,000	257,000
Manufacturers	6,336,000	346,000
North American	9,510,000	1,035,000
Ontario Mutual	13,667,000	1,606,000
Sun	14,539,000	2,473,000
Temperance and General	3,423,000	155,000
Total Canadian Companies	$135,222,000	$20,667,000

Name.	Amount at risk.	Assets in Canada
British Empire	$5,468,000	$1,183,000
Commercial Union	729,000	182,000
Liverpool & London & Globe	280,000	1,403,000
London & Lancashire	6,353,000	1,251,000
North British & Mercantile	1,537,000	2,370,000
Queen	275,000	296,000
Royal	791,000	957,000
Standard	12,096,000	5,422,000
Star	678,000	1,318,000
	$28,207,000	$14,382,000
Add 6 companies taking no new risks	3,306,000	1,788,000
Totals British Companies	$31,513,000	$16,170,000

Name.	Amount at risk.	Assets in Canada.
Ætna	18,000,000	3,196,000
Equitable	17,322,000	2,228,000
Germania	539,000	59,000
Metropolitan	1,525,000	117,000
Mutual of N. Y.	12,062,000	1,253,000
New York	15,880,000	2,552,000
Provident Savings	1,502,000	67,000
Travelers'	4,379,000	803,000
Union Mutual	4,537,000	441,000
United States	1,429,000	110,000
	$77,175,000	$10,826,000
Add 4 companies taking no new risks	4,417,000	464,000
Total American Companies	$81,592,000	$11,290,000

UNION ASSURANCE SOCIETY

OF LONDON, ENGLAND.

INSTITUTED IN THE REIGN OF QUEEN ANNE, A.D. 1714.

Capital Subscribed, -	£450,000	Invested Funds, -	£2,250,000
Capital Paid-up, -	180,000	Annual Income, -	400,000

Fire Risks accepted upon nearly every description of Property at Current Rates of Premium. Losses paid with promptitude and liberality. Agencies throughout the Dominion. - - - -

T. L. MORRISEY, Resident Manager for Canada.

- - OFFICE:—55 ST. FRANCOIS XAVIER STREET, MONTREAL. - -

ATLAS ASSURANCE COMPANY,

OF LONDON, ENGLAND.

FOUNDED 1808.

Total Funds, 31st Dec., 1890, £1,957,665 Sterling.

Fire Reserve, - £249,000 Fire Income, 1890, £205,838

LOUIS H. BOULT, Branch Manager, | WOOD & MACDONALD, Agents,

- - MONTREAL. - - | - - TORONTO. - -

NATIONAL ASSURANCE CO.,

. . . . . OF IRELAND. . . . . .

INCORPORATED 1822.

Capital (all Subscribed), - -	$5,000,000
Reserves (fire only), Dec. 31st, 1890, -	650,000
Fire Income, 1890, over - - - -	1,000,000

LOUIS H. BOULT, Chief Agent, | WOOD & MACDONALD, Agents,

MONTREAL. - - - | - - - TORONTO.

OCIETY

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NALD, Agents,
NTO.

LONDON & LANCASHIRE FIRE INSURANCE CO.,

. . . . . HEAD OFFICES: . . . . . .

45 DALE STREET, LIVERPOOL, - AND -

74 KING WILLIAM STREET, - LONDON. -

	1890.		1889.
NET FIRE PREMIUMS, - - - -	*$3,511,733*	*AGAINST*	*$2,935,425*
NET TOTAL PROFIT, - - - -	*596,425*	"	*346,015*
NET AMOUNT Added to the Reserves, -	*405,480*	"	*197,855*

TOTAL SECURITY TO POLICY HOLDERS, - - $13,110,375.00.

CHIEF OFFICE, CANADA BRANCH 3 WELLINGTON ST. EAST, TORONTO.

W. A. SIMS, - - - - - - - - - - MANAGER.

GUARDIAN

ESTABLISHED 1821.

Fire & Life Assurance Co., of London, Eng.

CAPITAL, - - - - - - $15,000,000

ACCUMULATED FUNDS, - - 31,700,000

Every description of Property Insured against Fire and Lightning on Favorable Terms. - - - - -

HEAD OFFICE FOR CANADA, - MONTREAL.

ROBERT SIMMS & CO., GEORGE DENHOLM, - - - GENERAL AGENTS.

HEAD OFFICES

Northern Assurance Company,

ESTABLISHED 1836.

LONDON, ENGLAND.

BRANCH OFFICE FOR CANADA:

1724 NOTRE DAME STREET, MONTREAL.

INCOME AND FUNDS, 1888.

Capital and Accumulated Funds, - - - - - - - -	$42,905,000
Annual Revenue from Fire and Life Premiums and from Interest upon Invested Funds - - - - - - - - - -	4,835,000
Deposited with the Dominion Government for security of Canadian Policy Holders - - - - - - - - - -	200,000

ROBERT A. [illegible],
Manager for Canada.

THE ROYAL CANADIAN

Fire and Marine Insurance Co.,

157 St. James Street, - Montreal.

This Company, doing business in Canada only, presents the following Financial Statement, and solicits the patronage of those seeking unquestionable security and honorable treatment:

Assets, January 1st, 1889 - - - -	$746,000
Income during the year ending Dec. 31st, '88	625,000

DUNCAN McINTYRE, Esq., Pres.
H. CUTT, Sec.-Treas.

HON. J. R. THIBAUDEAU, Vice-Pres.
GEO. H. McHENRY, Manager.

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$746,000
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AUDEAU, Vice-Pres.
NRY, Manager.

PHOENIX INSURANCE CO.,

OF HARTFORD, CONNECTICUT.

GERALD E. HART,

Chief Agent, Attorney and General Manager for the Dominion,

Head Office 54 St James St MONTREAL, Opp. the Post Office

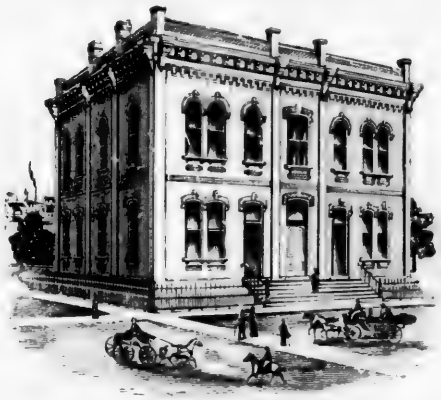
Licensed by the Dominion Government 20th May, 1890.

FIRE ONLY.

Full Deposit in Canadian Securities.

The Agents of the Company would esteem the favor to receive a share of your FIRE INSURANCE for this reliable and wealthy office. All forms of Insurance granted upon most liberal terms, but special terms will be given for Rent, Lease-hold, Estate and Dwelling risks, which will also be covered against Lightning without extra charge. Renewals kept in force during assured's absence, if desired. Losses promptly settled and paid at this office. Policies are free of technical and objectionable conditions. The Phœnix is specially characterized during a long career for fair and honorable dealing.

AGENCIES ESTABLISHED THROUGHOUT THE DOMINION.



THE

WATERLOO MUTUAL

Fire Insurance Co.

ESTABLISHED 1863.

HEAD OFFICE, - WATERLOO, ONT

Available Assets Over $280,000.

FACTS THAT RECOMMEND THE COMPANY.

1. Over 28 years of uninterrupted success.
2. The option of insuring Mercantile and Manufacturing Risks for the term of 3 years at Mutual Rates, or one year at Stock Rates.
3. Not more than three payments have ever been collected on a Mutual Policy, and these payments have never exceeded 80 per cent. of Annual Stock Rates.
4. Amount of insurance in force in Western Ontario, over $13,500,000.

The total life assurance risks in Canada at the close of 1890, by what are known as regular companies, appears from these tables to have been $248,327,000, besides which risks to the amount of $3,266,408 had been written by Canadian companies in foreign countries. We have mentioned "regular" companies, by which is meant those which so frame their rates of premium according to mortality experience, as to secure a surplus fund or reserve that shall certainly suffice, after paying the deaths in the early years of a period, to meet the claims of such insurants as live to great age. Where they charge insurants of like age the same sum year by year, these are called Level Premium companies; where they admit a young man at a low rate of premium and raise his yearly contribution as he grows older, they are known as Natural Premium companies. But besides these there are assessment companies, whose method is to rely almost entirely upon assessing every surviving member of an association when one of their number dies, perceiving no necessity for a reserve. This is a cheaper method, its advocates say, and certainly the principle of mutuality it embodies is very attractive. But it is contended with much force that members of such co-operative bodies do not all persist in their membership—that the older ones usually dying first, the younger

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Fire Insuranc

It is a curious fact that while loss of property by fire must for centuries have been a subject of apprehension and dread to all householders, manufacturers or merchants, no provision for protection against its pecuniary consequences by means of corporate indemnity seems to have been thought of until after the great conflagration in London. Such loss must have been regarded somewhat as "an act of God or the King's enemies." Of that disastrous event of 1666, Pepys' Diary gives a graphic account. From the night of September 2nd until the 6th the flames went on in their mad career, "leapinge from house to house and from streete to streete, devouringe after an incredible manner houses, furniture and everythinge; ye clouds of smoak were dismall and ye melting lead running down ye streetes in a stream." "God grant," says the despairing Pepys, "my eyes may never behold ye like, now seeing above 10,000 houses all in one flame." His description of the mental and physical paralysis that seized the inhabitants at the vision of such devastation recalls what eye-witnesses have told of the great fires of recent years in Chicago and Boston, as well as the dreadful fire in St. John in 1877, described in Mr. George Stewart's volume.

While no degree of care suffices, anywhere, entirely to avert disaster to property by fire, it is notorious that the United States and Canada are far greater sufferers than older countries from the ravages of the fire fiend. This partly because of the greater use of wood for housebuilding purposes, and partly because of the greater neglect, nay, recklessness, with which regulations intended to prevent disaster by fire are treated. How great the pecuniary loss by fire in the United States has been is approximately

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grow tired of paying successive assessments and cease their membership. In such case the sum available for beneficiaries at the death of a persisting old member is greatly lessened by the defections. Indeed the experience of hundreds of such associations in the United States of late years, especially in Pennsylvania and Ohio, has been disappointing, not to say disastrous.

Four Canadian and two American companies doing this sort of life assurance report to the Dominion Government. They had last year 12,452 members, whose certificates called for $21,408,000, while the American had 6,156 members, representing $15,251,000 of insurance. The six companies had paid for death claims $284,000 during the twelve months.

"Life insurance means more to-day than it did fifty or one hundred years ago," says Dr. J. A. Fowler. "It is to-day a practical power. Financial life insurance means the protecting power of capital. It means the preservation of the family. It means the productive power of money. It means the conservation of all the powers of capital for the benefit of humanity. This is what the institution of life insurance represents."

RE INSURANCE

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stated by the *Insurance Chronicle*, of New York, which keeps a record of fires. For years it has exceeded a hundred millions of dollars per annum! In 1889 the fire loss was $1[illegible],000,000, being the greatest sum in any one year since the great conflagrations in Boston and Chicago. Between one-fifth and one-fourth of the fires that represent this loss is estimated to arise from incendiarism, which is chief among the causes tabulated. The others are, in order, defective flues—sparks—matches—lamp and lantern accidents—gas jets—forest and prairie fires. These causes were responsible for more than 6,000 fires in the year, in about 70 per cent. of the whole number of which the causes were found out. The total number of considerable fires classified was 17,598, or about forty eight every day.

In a general way there is little doubt that the list given above of causes of this enormous waste apply pretty closely to Canada, but there are no authentic records kept of the fire loss of the Dominion. What the fire insurance companies have lost we know. In the twenty years ended with 1888 they paid losses to the extent of $53,737,000, which means something more than two millions a year for that period. But the great fire of 1877 in St. John accounts for eight and a half millions of this. To take a later period, we gather from the Insurance *Blue Book* that the aggregate paid by the underwriters for fire losses in Canada in ten years ended with 1890, was $30,377,000, an average of more than three millions per annum. In 1882 the sum paid was $2,665,000; by 1887 it had risen to $3,403,000, lessening gradually to $3,000,000 last year.

PHENIX
Insurance Company

BROOKLYN, NEW YORK

Cash Capital, : : : : : : *$1,000,000 00*

Losses paid since organization

$39,633,332 79

Gross Assets December 31st 1890	$5,098,315 06
Liabilities : : : : :	4,444,610 64
Net Surplus as to Policy-holders :	$653,704 42

INSURES AGAINST FIRE AND TORNADOES

L. C. CAMP, GENERAL AGENT FOR CANADA

26 WELLINGTON ST. EAST, TORONTO, ONT.

British and Foreign Marine Insurance Co.

Capital and Surplus Assets :: :: :: :: ::	$8,280,000
Deposit with Canadian Government :: :: :: :: ::	100,000

The only purely Marine Company having a Government Deposit.
Importers, Open Policies granted. Exporters, unlimited facilities for insuring produce, grain, cattle

Reliance Marine Insurance

CAPITAL. :: :: :: :: :: :: $2,500,000 ::::::: CARGOES, HULLS, FREIGHTS

EDWARD L. BOND,
Chief Agent for Canada for the foregoing Companies

W. A. BURNETT, Sub Agent. STEWART CAMPBELL, Manager Inland Department

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British America Assurance Co.

FIRE AND MARINE

Cash Capital and Assets ***$1,133,666 52***

INCORPORATED 1833

HEAD OFFICE, :: :: :: TORONTO, ONT.

BOARD OF DIRECTORS:

GOVERNOR ... JOHN MORISON, Esq. DEPUTY GOVERNOR ... JOHN LEYS, Esq

G. M. KINGHORN, Esq. JOHN Y. REID, Esq. GEO. H. SMITH, Esq. DR. H. ROBERTSON. THOS. LONG, Esq.
A. MYERS, Esq. T. H. PERDOM, Esq.

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$1,000,000 00

1890 : : $5,098,315 06

: 4,444,610 64

olders : $653,704 42

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: $8,280,000
100,000

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HULLS, FREIGHTS

Inland Department

Co.

. $1,133,666 52

OHN LEYS, Esq.

SON. THOS. LONG, Esq.

Established 1872

The Guarantee Company

Surelyship

OF NORTH AMERICA

THE OLDEST AND LARGEST IN AMERICA

Paid-up Capital and Resources : : over $1,000,000

THIS COMPANY TRANSACTS NO OTHER BUSINESS

It has on its books the Records of over 135,000 Employees Guaranteed by it in all parts of the Continent in the PAST TWENTY-SEVEN YEARS

OVER

$800,000

HAVE BEEN PAID IN CLAIMS TO EMPLOYERS

Sir A. T. GALT G.C.M.G., President

EDWARD RAWLINGS, Vice-President & Managing Director

HEAD OFFICE:
157 ST. JAMES STREET,
MONTREAL

TORONTO BRANCH: MAIL BUILDING, MEDLAND & JONES, AGENTS

U. S. Branches:

NEW YORK BOSTON PHILADELPHIA CHICAGO ST. LOUIS
RICHMOND PITTSBURG DETROIT

The fact is too generally overlooked that fire loss is absolute waste, diminishing the resources of a community, becoming a tax upon the people, and impairing general material prosperity. Under the insurance system the individual may be protected, but somebody must pay the loss; the insurance companies do not pay it, they merely furnish the medium for its collection from the mass in the form of premiums, and its distribution to the particular owners whose property has been destroyed, and the aggregate burden falls upon the whole community. This is the conclusion of the Manufacturers' Mutual, of Boston, which goes on to say, truly, that "a general vicious sentiment has grown up and prevails, that, as the company is the party against which the offence has been done, and which alone suffers loss, it is the business of the insurance people to hunt down and punish the incendiary, wholly losing sight of the fact that the company is merely the collector from the whole community of the funds with which to regain the effects of carelessness and crime."

These moralizings, by the way. Let us now revert to the seventeenth century and observe the growth of the system of fire insurance. Individuals and clubs did something in the way of fire underwriting after the great fire in London, but in 1681 a combination of persons opened the first regular fire office. Of the offices that still survive, only one, the Hand-in-Hand, dates from the seventeenth century. The Sun was established in 1710, the Union in 1714, the London in 1720, which year also witnessed the founding of the first fire assurance office in Scotland. Germany followed in 1750 and the United States in 1752, Benjamin Franklin being one of the directors of the first company in that country. The first in France dates from 1816.

A semi-political caricature of date the year 1762, by Hogarth, represents William Pitt on stilts, with bellows in hand, fanning a flame which is to set the world on fire; while Lord Bute, Prime Minister of that day, is trying, in the dress and attitude of a fireman, to put out the fire by means of an engine from the Union Fire Office, then forty odd years established. Above, amid the smoke of the conflagration, a dove hovers with an olive branch in her beak.

Being a reading people and a shrewd people, Canadians have wisely taken advantage of part at least of what had been learned and suffered by fire underwriters for nearly a century. The companies have learned a thing or two about the moral hazard. Their customers are fully abreast of the times in respect of fire appliances, and they are not behind in protecting their property by means of associated capital or mutual guarantee against the ravages of fire. In the latest period for which statistics are available, the calendar year 1890, policies for $607,749,000 were issued on Canadian property by thirty-seven incorporated companies, while the addition of risks written by mutual fire insurance associations, 60 or 70 in number in Ontario, and fewer in the other provinces, should bring the total to between $700,000,000 and $800,000,000. There is reason to believe that large lines of insurance are written, besides, upon Canadian property by companies in the United States who make no deposit in Canada, but are not above taking what may be termed clandestine business, the term for which among

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underwriters is "underground insurance." The extent of this business can only be guessed at.

In the early days the fire underwriting of Canada was done in British companies. It is a fa . known to but few that the Sun Fire Assurance Co. did business in Canada, having an office in Montreal, where Mr. Wm. Ireland was its agent. The Alliance, of England, also did business here, and withdrew after the burning of the Cathedral in Toronto, reinsuring its business with the Montreal Assurance Co. The Canadian business of The Royal and other large English companies was of a later day.

The oldest native fire underwriting organization in Canada now existing is the Quebec Fire Assurance Company, the date of whose establishment was 1818. Especial mention is due to the Quebec Assurance Company as a model of constancy and pluck. Established to take risks at first only in the city of Quebec, it gradually worked into general fire business. And though repeatedly overtaken by disastrous losses—it paid losses of $677,000 between 1834 and 1854, and it paid $892,000 between 1866 and 1881—its shareholders calmly subscribed more stock and went on again.

Another important link in the early chain was the Montreal Assurance Company, of which Mr. Wm. Murray was long the manager. This company was founded in 1840 and did both fire and marine insurance. It relinquished the former branch in 1865, contending that there was money to be made no longer in the fire business in its then conditions, but it divided among shareholders assets to about eight times their capital. The Montreal continued the marine business until 1873.

In 1833, the British America Assurance Company was formed, and some ten or a dozen years later, the Provincial, followed by the Western Assurance Company in 1851. The first and last of these are still in existence, though it was more than once in contemplation, in times gone by, to wind them both up. The home and foreign companies operating in Canada had framed and were doing business under a tariff of rates. And encouraged by the profits supposed possible from the business, a number of additional home companies were organized during several years beginning with 1871. The Stadacona of Quebec, the National of Montreal, the Canada Fire and Marine, and the Dominion of Hamilton, were started during this period, but none of them are in existence to-day.

Another, the Isolated Risk Company, was formed twenty years ago to take farm-house and such risks, as its name implies. Not meeting with the success expected in this direction, its name was altered to that of The Sovereign, and its scope made to include general business. But it was wound up a few years since. These and other companies are instances of the capital lost in this presumably money-making but really precarious business of fire-insurance. The Royal Canadian was founded as a non-tariff office in 1873, survived serious vicissitudes, and exists to-day, doing fire business alone, having given up its marine branch.

One looks with some interest at the musty covers and the fading leaves of a book which bears the title "Toronto Specific Tariff, 1866," which gave underwriters' ratings

CANADA LIFE ASSURANCE COMPANY

Canada Life Assurance Co.

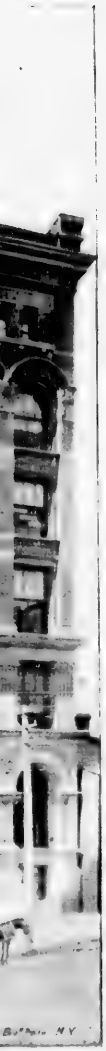
: : : ESTABLISHED : : :
1847

Capital
$1,000,000
Reserve
$2,000,000

Head Office . . . . . .

A. G. RAMSAY, President
R. HILLS, Secretary
W. T. RAMSAY, Superintendent

ARMORY
THE
GENERAL
ASSOCIATION
BUILDING



THE EQUITABLE LIFE
ASSURANCE SOCIETY
OF THE UNITED STATES.

RESULTS IN 1891, OF ORDINARY LIFE POLICIES

[illegible] Tontine Periods issued by the Equitable Life Assurance Society of the United States [illegible] their Tontine Periods [illegible]

[illegible]	[illegible]	[illegible]	[illegible]	
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[illegible]	[illegible]	3 [illegible]	[illegible]	
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There are other methods of settlement [illegible] applicable.

TWENTY-YEAR LIMITED PAYMENT LIFE POLICIES.

[illegible] the policies with 20 year Tontine periods issued by the Equitable Life Assurance Society of the United States and their Tontine periods [illegible] the results *per thousand* [illegible] *Life Policies* on the basis of the rebates [illegible]

[illegible]	[illegible]	[illegible]	[illegible]	
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[illegible]	[illegible]	5 [illegible]	[illegible]	

There are other methods of settlement [illegible] applicable.

PROTECTION AND PROFIT.

[illegible] of combining *an investment* [illegible] under [illegible] accumulating, as issued by the Equitable Life Assurance Society of the United States, [illegible] YEAR INVESTMENT PLAN.

[illegible]	[illegible]	[illegible]	
$[illegible]	$1,[illegible]	6 [illegible]	*Note that these rebates are [illegible] the twenty years [illegible] by the issue [illegible]
[illegible]	[illegible]	6 [illegible]	
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[illegible]	[illegible]	7	

HENRY B. HYDE, - - - - - President. JAS. W. ALEXANDER, - Vice-President.
GEO. H. ROBERTS, - - - - - - Cashier.

FOR INFORMATION ADDRESS

WM. HARTY, General Manager for Ontario,
24 Toronto Street, TORONTO.

LIFE

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- Vice-President.
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NEW YORK LIFE

INSURANCE CO.

ASSETS - - - - $115,000,000

CANADIAN DEPARTMENT.

Assets in Canada and Investments in Canadian Securities (Market Value),	$2,551,945
Income in Canada, 1890,	745,308 85
New Insurance Issued,	4,153,450 00
Applications for New Insurance,	4,855,450 00
Insurance in force,	15,880,047 00

HEAD OFFICE:
Company's Building, MONTREAL.

BRANCH OFFICE:
Board of Trade Building, TORONTO.

DAVID BURKE, General Manager.

HEAD OFFICE
Toronto, Ontario.

North American Life Assurance Co.

Hon. Alexander Mackenzie, M.P.
ex-Prime Minister of Canada, President.

Much of the Company's unequalled success as a Home institution is to be attributed to its very liberal and varied forms of insurance combined with its liberal principles and practices, and especially to its prompt payment of all just and approved claims upon maturity and completion of proofs, a practice introduced here by this Company which has continued to afford the representatives of deceased Policy-holders the greatest satisfaction.

WM. McCABE, LL.B., F.I.A. Eng., Managing Director.

of the buildings in the city, as well as in Yorkville and Seaton villages. This tariff was adopted in that year by the British America and the Provincial of the native companies, and by the Commercial Union, Home and Colonial, Imperial, Lancashire, London and Liverpool and Globe, London Assurance Corporation, London & Lancashire, North British & Mercantile, Phœnix, Queen, Royal, Scottish Provincial, among the British ones.

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ACCIDENT ASSURA

IN addition to indemnity against loss of property by fire, loss of shipping by the dangers of lake or sea, and indemnity for loss of life from accidental or natural causes, the principle of insurance is applied to cases where employers stand to lose by the fraud or insolvency of their servants, to losses of field crops by hail storms, loss of cattle by murrain or lightning stroke, the bursting of boilers, the breakage of plate glass, and even to losses through bad debts. But besides the ordinary life assurance companies, which pay the amounts of their policies at the death of the insurant, there have come into existence of late years numerous associations known as accident insurance companies. These agree to pay in case of death by accident a stated sum, varying from hundreds to thousands of dollars, and under the same policy a certain sum per week or per month during the period for which the insurant is disabled by accident.

Some forty years ago there was established in London the Railway Passengers Assurance Company, which in return for a small premium graduated for first, second or third-class passengers by train, undertook to pay £1,000, £500 and £200 respectively in case of the death of a person from railway casualty during a single trip, or a certain weekly allowance in case of personal injury not resulting in death. A few years later the business was extended to embrace accidents of all kinds, whether on railways or in factories, riding, driving, and what not. Gradually there came into vogue a system of periodical payments, in proportion to the degree of risk supposed to attach to various occupations or conditions. There can now be obtained trip tickets covering a single railway journey, which entitle the holder to indemnity at so much per week if injured on that journey, or
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From the Report for 1890 of the Ontario Inspector of Insurance, we gather that the number of purely mutual companies reporting to that official was 58, the amount of whose risks was $84,946,000. But there are also nine other companies using the cash as well as the mutual plan, and the amount of their business was $20,409,000. Among these were the Gore District Mutual and the Wellington County Mutual, both founded in 1840; the Queen City and Hand-in-Hand, founded some twenty years ago. There are other local organizations in different provinces which no doubt serve a useful purpose.

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that journey, or his heirs $1,000 or $5,000 in case of the death of a holder from such injury. But a large popularity has obtained for yearly policies against accident, subject to graduated rates of premium, entitling the insurant to so much a week if disabled or bedridden through accident of whatever nature, or his representatives to one, two or ten thousand dollars in case of death from accidental causes.

Nine companies do accident business in the Dominion, five of them Canadian, two British and two American. Their premiums during 1890 were $294,981, and their losses $110,586. The following abstract of their business for 1890 is from the Report of the Superintendent of Insurance:

Name	Premiums	Amount [illegible]
Accident of N. A.	$38,819	$5,532,450
Canada Accident	5,722	1,25[illegible]
Citizens	30,471	4,150,000
London Guarantee and Accident	28,499	6,009,733
Manufacturers' Accident	46,525	3,995,333
Mutual Accident	4,119	1,021,250
Norwich & London	636	119,500
Sun	23,995	4,398,500
Travelers'	107,995	13,751,830
Total	$294,981	$40,215,565

The Germa
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Germania Life
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OF . . . . . .
NEW YORK

. . . AT THIS DAY, when nearly every business and professional man invests a share of his income in Life Insurance, it is of FIRST IMPORTANCE to select a Company which, BY ITS PAST RECORD, GUARANTEES PERFECT SECURITY.

The conservative methods which THE GERMANIA has constantly pursued, have won it the confidence of its policy-holders, and have resulted in largely increased patronage of the insuring public; its policies are plain and simple, and cannot be misconstrued; every obligation is promptly met, and losses paid IMMEDIATELY.

Policies issued on Terminal, Whole Life, Limited Life, Endowment, Bond and Tontine Plans.

Loans are made on all Policies after they have been in force three years or more.

LOAN AND SAVINGS COMPANIE

THE Mortgage Loan Companies of Canada form a very noteworthy feature of her financial system. Designed at first some thirty or forty years ago, with a view to assist the artisan or small capitalist to furnish himself and his family with a house on the Building Society plan (well known in the old country), or to assist the struggling agriculturist to provide himself with a farm of which he should be the *owner* instead of the tenant. Companies of this kind have multiplied in Canada, and their field has grown. Their operations now extend over four or five provinces of the Dominion, though Ontario is their principal seat, and their loans approach a hundred millions. Not only do many thousands of farmers take advantage of the facilities such associations capital offers, but manufacturers, builders, real estate operators in towns and cities, borrow from these associations on the security of real estate, a description of business which cannot be done with the banks, for these institutions are by law estopped from making loans of that kind. Many a farmer has been helped on the road to wealth by a timely loan from one of these companies, years ago, at even 8 or 10 per cent. Now-a-days he need not pay more than 6 or 7.

An idea of the extent to which the business of such companies has grown may be obtained from the figures of a Government Return for 1889, prepared by order of the Minister of Finance by N. S. Garland, Clerk of Statistics at Ottawa. In this return are the reports of 80 Loan Companies and Building Societies, existing in twenty-eight places, the paid-up capital of which exceeded thirty-four millions of dollars. The head quarters of some 60 of these were in Ontario, the remainder being in Quebec, Nova Scotia and Manitoba. There are other companies of the kind, which have not, we believe, made returns to the Dominion Government. Some of these have their head quarters in Great Britain. But the return substantially represents the transactions of such associations. A table will show most readily the nature and extent of the business done. That the business has been largely that of making advances to farmers upon the security of their farms will partly account for the preponderance of Ontario societies in the table :-

Capital of companies with head offices in Ontario - -	$25,006,0[illegible]
" " " " " other provinces -	3,063,251
" " " " " Europe - - -	5,983,004
Total capital - - - - - - - -	$34,052,953

Of the Ontario companies there are twenty which have their head offices in Toronto; nine with headquarters in London; Hamilton and Ottawa have three each; St. Thomas has five; Kingston, Peterboro' and Sarnia, two each; while Guelph, Stratford, Belleville, Oshawa, Port Hope, Brantford and St. Catharines are also repre

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sented in the list. The cities of Montreal, Quebec, Halifax and St. John claim the majority of the companies in other provinces. The loans made are principally upon farms in the most prosperous districts of Ontario and Manitoba. There are seven Ontario companies which now lend in the latter province; several companies with head offices in Britain also operate there.

The growth of this mortgage-loaning business may be indicated by a comparison of the aggregate of their loans in different years. No tabulation of them appears to be available dating from before the Confederation of the provinces of Canada, which event took place in 1867.

Year		Amount
1867	Current loans on security of real estate	$ 2,831,074
1874	" " " " " "	15,044,858
1878	" " " " " "	33,098,175
1883	" " " " " "	69,922,344
1889	" " " " " "	98,720,041
1890	" " " " " "	105,535,048

Large as these figures are, they are small when compared with the aggregate value of the property loaned upon. It was shown, in 1889, that the loan-company mortgages upon Ontario farms amounted, all told, to only six and one-half dollars for every hundred dollars of value. They were, in fact, less than half the value of the farm implements and live stock.

In earlier years the moneys loaned by these societies consisted of capital paid in by shareholders and deposits made with them at interest by the public. More recently it has been found practicable by the larger companies to borrow money in England and Scotland, upon debentures issued for a term of years, at lower rates and in greater volume than could be done in Canada. The money thus borrowed is loaned at a profit upon the security of land in city or country. The debenture borrowings amounted last year to some $44,000,000, and those from depositors on call or at short terms to about $18,000,000. The management of these companies has been as a rule very capable and successful. Instances there have been, rarely, it is true, where the over-sanguineness of the management or the dishonesty of officials has contributed to wreck a company; but in such cases the loss has fallen upon the shareholders.

In order to protect the lender from possible loss it is customary to reserve a margin of value on the property loaned upon. The best companies usually lend only to the extent of one-half or two-thirds the value of the property, as ascertained by their own valuator. That their loans are, as a rule, of a good class, is shown by the fact that out of the total loans made on real estate in 1889, by the companies appearing in the

$5,000,000.00

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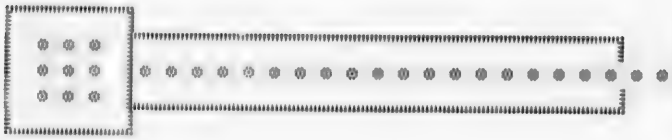

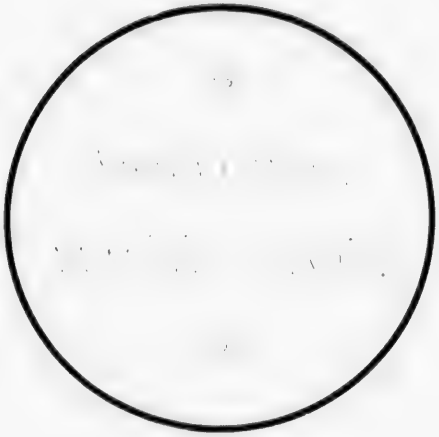

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Company

President

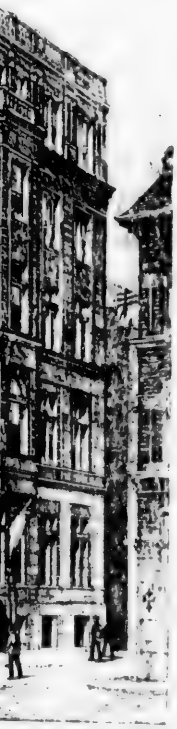
Vice-Presidents

Managing Director

$11,000,000.00

CITY HALL, HAMILTON ONT

SUN LIFE ASSURANCE COMPANY BUILDING MONTREAL



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A PROSPEROUS INSTITUTION.

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THE SUN LIFE ASSURANCE COMPANY OF CANADA is well known as one of the Most Prosperous Financial Institutions in the Dominion. Incorporated in 1865, it issued its First Policy in May, 1871, since which time its progress has been both steady and rapid, and it is now one of the Most Powerful and Progressive Financial Corporations of which Canadians can boast. The great hold on the confidence and good-will of the public is the result of many years of unvaryingly honorable and liberal dealing with its members. It issues Policies without Conditions or Restrictions, and pays all claims on receipt of proofs, without waiting the usual 60 or 90 days. Its Assets are of the highest character, and yielded in 1890 an average of 6.04 per cent. interest. Its Profits are Large and Equitably Divided.

It has, moreover, Special Claims on all true Canadians, for they should remember that the SUN is a Home Company, and should seek to build up their own institutions, rather than send their money out of the country to enrich foreign corporations and build up foreign cities.

T. B. MACAULAY,
Secretary.

R. MACAULAY,
President.

[illegible] those requiring compulsory [illegible] [illegible] per cent of the [illegible] [illegible] bonds issued upon [illegible] the property [illegible] [illegible] per cent of the [illegible] [illegible] value of the bonds issued.

It will be of interest to give a statement of the paid up capital of the banks and trust companies, as they are [illegible] [illegible] [illegible] [illegible]

Subscribed capital	[illegible]
Paid up capital	[illegible]
Reserve funds	[illegible]
Undivided profits	[illegible]
Total liabilities	[illegible]
Deposits	[illegible]
Debentures [illegible]	[illegible]
[illegible]	[illegible]
Debentures [illegible]	[illegible]
Other [illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

[illegible]

ONTARIO MUTUAL LIFE.

HEAD OFFICE, - WATERLOO, ONT.

ESTABLISHED 1870.

DOMINION DEPOSIT, - - - $100,000.

1870 **21 YEARS' GROWTH.** 1890 1886 **A Few Figures Interesting to Policy-holders.** 1890

YEAR	INCOME.	ASSETS	Assurance in Force	YEAR	[illegible]
1870	[illegible]	[illegible]	[illegible]	1886	[illegible]
1875	27,049	5,1081	[illegible]	[illegible]	[illegible]
1880	[illegible]	227,424	1,001,884	[illegible]	[illegible]
1885	[illegible]	7,51,64	[illegible]	[illegible]	[illegible]
1890	189,8[illegible]	1,711,68[illegible]	[illegible]	[illegible]	[illegible]

LIBERAL CONDITIONS OF POLICIES.

1. Guaranteed surrender values in cash or paid up insurance. [illegible]
2. Non-forfeiture on travel, residence or occupation. [illegible]
3. Dividends [illegible] twelve months of lapse. [illegible]

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[illegible] LOWMAN, M.P., President	Waterloo	[illegible]	[illegible]
C. M. TAYLOR, 1st Vice-Pr.	[illegible]	[illegible]	[illegible]
ROBERT MUTAIN, 2nd Vice-Pr.	[illegible]	[illegible]	[illegible]
ROBERT BAIRD	Kincardine	[illegible]	[illegible]
ALFRED HOSKIN, Q.C.	Toronto	[illegible]	[illegible]
JAMES HOPE	Ottawa	[illegible]	[illegible]

OFFICERS.

MILLER & BLIZER, Solicitors, Berlin. [illegible] W. H. RIDDELL, Secretary. WM. HENDRY, [illegible]

IMPORTANT.

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12, 14 AND 16 KING ST. W.
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Gives the following Maximum Indemnities in Class A) Preferred Risks.

$[illegible] LOSS OF LIFE.

$[illegible] LOSS OF [illegible]

$[illegible] LOSS OF [illegible] $[illegible] [illegible]

$[illegible] PERMANENT [illegible]

$[illegible] LOSS OF ONE EYE. $[illegible] [illegible]

$[illegible] PER WEEK LOSS OF TIME [illegible]

$[illegible] PER WEEK FOR PARTIAL [illegible] TIME [illegible]

At a cost of $12 to $15 a year, Payable in Bi-Monthly Instalments.

Write for Application and Prospectus. Agents Wanted.

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, ONT.

$100,000.

Figures
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1890

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Agents Wanted.

OUR MOTTO.

"ENERGY
BE ALIVE
EQUITY
BE FAIR
ECONOMY"
BE CAREFUL

ARE YOU AWARE

that the ordinary Life Policy of

THE TEMPERANCE AND GENERAL

LIFE ASSURANCE CO.

HON. G. W. ROSS,
Minister of Education.
President

H. SUTHERLAND,
Manager

THE

LONDON GUARANTEE & ACCIDENT CO.

OF LONDON, ENGLAND.

A. T. McCORD,
Manager,
Cor. Adelaide and Victoria Sts., Toronto.

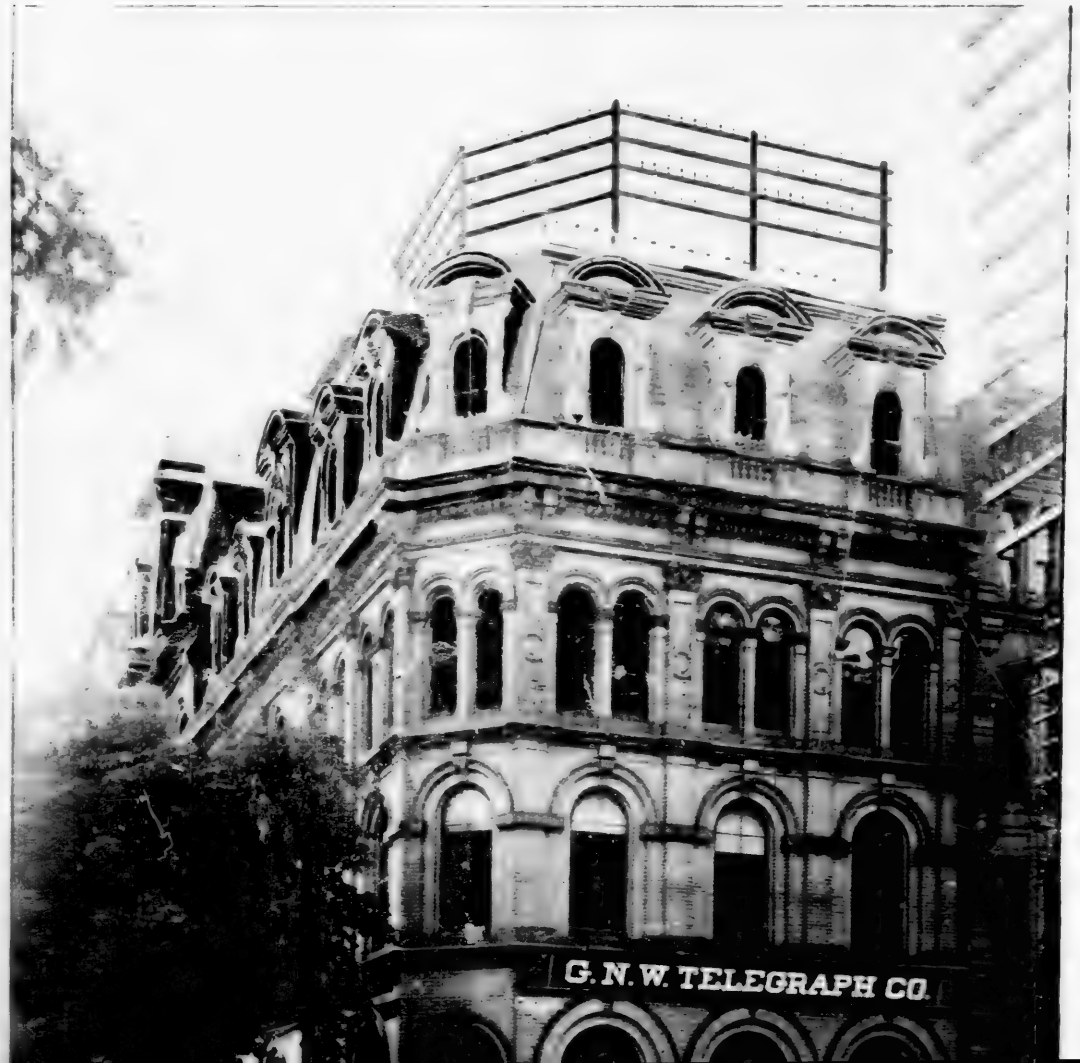
THE STANDARD LIFE ASSURANCE CO.

ESTABLISHED 1825.

Total Assurances over	$104,600,000
Invested Funds over	36,400,000
Annual Income over	4,800,000
Bonuses Distributed	27,000,000
Funds Invested in Canada	6,000,000

BOARD OF DIRECTORS IN MONTREAL.

W. M. RAMSAY, Manager.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SUBSCRIBED CAPITAL. - - - - - - - - - $100,100
AMOUNT ON DEPOSIT WITH GOVERNMENT OF CANADA. - 54,724

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G.C. ROBB Chief Engineer — A. FRASER

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AND
TEXTURE

The Flours we are making in our new mill are the best they ever had in their shops.

Pure Manitoba Hard Wheat, Patent and Strong Bakers.

3 Fall Wheat Grades, All the BEST that can be made from the BEST Wheat by the BEST Machinery and Skill.

ROYAL DOMINION MILLS,

McLAUCHLIN & MOORE, - - - - - TORONTO.

The question is often asked, "Do not these companies grind the faces of the [illegible] or [illegible]? If not, how is it that they pay such dividends as nine, ten and twelve per cent.?" Such a question can best be answered by an illustration which will show how a lending company may earn ten per cent. dividends, although the borrower [illegible] it only pay [illegible].

Suppose the Georgian Bay Mortgage Company to have begun business [illegible], with a capital of $[illegible], paid up by its shareholders. Say it [illegible] [illegible] borrowed $[illegible] on debentures at [illegible] per cent., and it got from depositors $[illegible] at [illegible] per cent. It would thus have a million and a half to lend. We will assume it [illegible] at 6 per cent. in mortgages [illegible]. The earnings [illegible] for a year at 6 per cent. [illegible] $[illegible]. But the company has to pay $[illegible] interest to depositors and $[illegible] interest to debenture holders for the [illegible]. [illegible] taking $[illegible] to take from the $[illegible] earnings. Then suppose [illegible] $[illegible] to manage the company for a year and pay its [illegible], etc. This $[illegible] deducted from its gross earnings, there would still remain $[illegible] to divide among shareholders, [illegible] ten per cent. per annum on the capital. And yet all the [illegible] the Georgian Bay Co. had not charged any one of its borrowers more than [illegible] per cent. on a mortgage.

It was the invariable custom [illegible] of most of these building societies [illegible] placed to the credit of a Rest Account, or "Reserve Account," a [illegible] termed, a certain sum out of the profits of every year. Stockholders [illegible] this step [illegible] and they [illegible] not retained [illegible] the dividend.

There are good reasons, however, for [illegible] a portion of the [illegible] profits in [illegible]. Partly because it is regarded [illegible] to [illegible] bad debts, or [illegible] which are apt to come [illegible] periods. In such case grave [illegible] widows, orphans, [illegible], elderly people, or other shareholders whose means are [illegible] in these [illegible]. Deprived of their usual revenue, such people may be [illegible].

MILLING IN CANA[illegible]

IN an agricultural country one [illegible] expect to find plenty of flour mills, and any one who travels through Canada will find them in abundance. Nevertheless one is [illegible] prepared for the statement made some years [illegible] a [illegible] journal that [illegible] the most extensive manufacturing industry in Canada. In the early days, [illegible] the mill did not follow the village, but the village followed the mill. Among the first thoughts of enterprising settlers was a good water-power and site for a [illegible]. Most primitive were the appliances of milling in the early days. A specimen [illegible] to be seen at the Canadian Institute at Toronto shows what is termed a "[illegible] grinder," viz., a beech log with the bark still upon it, standing [illegible] inches high

[illegible] from capital on whose earning they depend for subsistence. In circumstances like these the Reserve Fund may be drawn upon to equalize the dividend, as it is called.

Note on Contingent Account. [illegible] another form of received profits than the Reserve, [illegible] by some companies at an amount equal to say one per cent. on the [illegible] and is set aside as a sum of precaution against a possible depreciation [illegible] which could not well be met out of the profits of any year.

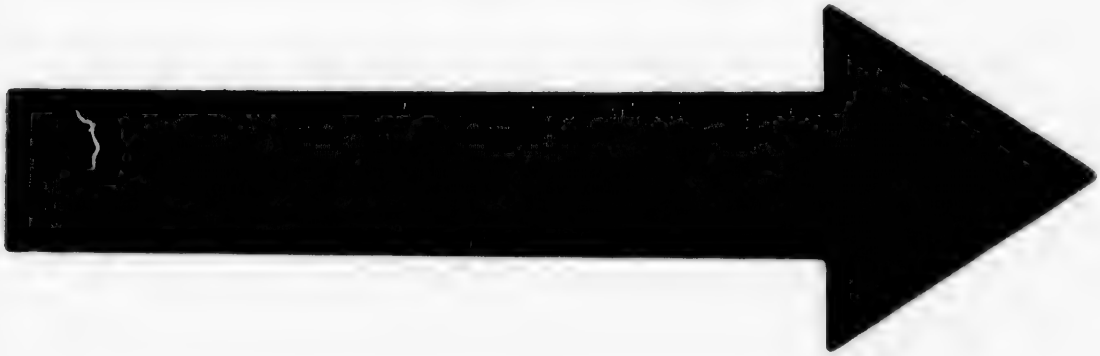
An instructive [illegible] of the [illegible] power [illegible] was given at the [illegible] meeting of the Canada Permanent Loan & Savings Company by its experienced president, Mr. J. Herbert Mason. It is especially instructive upon some point which [illegible] understood from reference to the working of the company. For example,

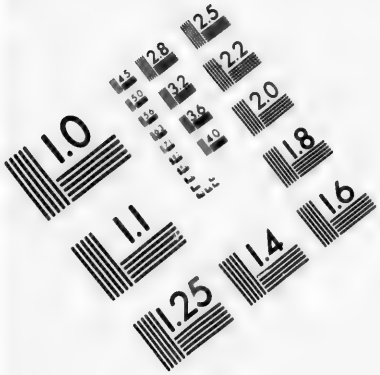
"The total invested funds, or working capital of this company, reaches $11,[illegible]. Of this amount $[illegible] represent the shareholders' capital, $[illegible] of it being in the shape of stock, and $[illegible] in the shape of reserve funds, the accumulation of thirty years. In dealing with shareholders, no account is taken of the reserve fund, although it forms part of the invested capital pro rata with the stock. Dividends of twelve per cent. being computed on the stock only, the shareholder receives on their actual capital [illegible] than eleven and one-half per cent. The borrowed money, amounting to about $[illegible], represents the amount borrowed by the company, here and in Great Britain, for investment, costing it about [illegible] per cent. per annum. Then we have the reserved fund, [illegible] about one-eighth of the invested capital, and which attracts no interest, computed, on the borrowed funds, or about two-thirds of the aggregate invested fund, [illegible] per cent. is paid, and on the stock or about twenty-[illegible] per cent. of the invested capital, [illegible] per cent. is paid. The borrowed capital and the reserve fund, by being [illegible] invested, become a source of profit to [illegible]."

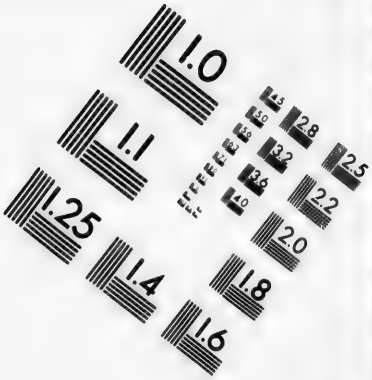
NG IN CANADA.

[illegible] that the [illegible] and better [illegible] thick.

[illegible] in the century. Water power mills then came in. An article [illegible] *Lake D[illegible] Mills and Millers*, [illegible] number, describes one of the [illegible] water wheel, the wooden shaft of which ran up through the floor and [illegible] pinion, a pair of [illegible] stones [illegible] by hoops, hopper, [illegible] computed the [illegible]. By the year 1[illegible], cleaning machinery had been [illegible] and better buildings were put up. The writer of the paper [illegible] quoting, Mr. M. McLaughlin,







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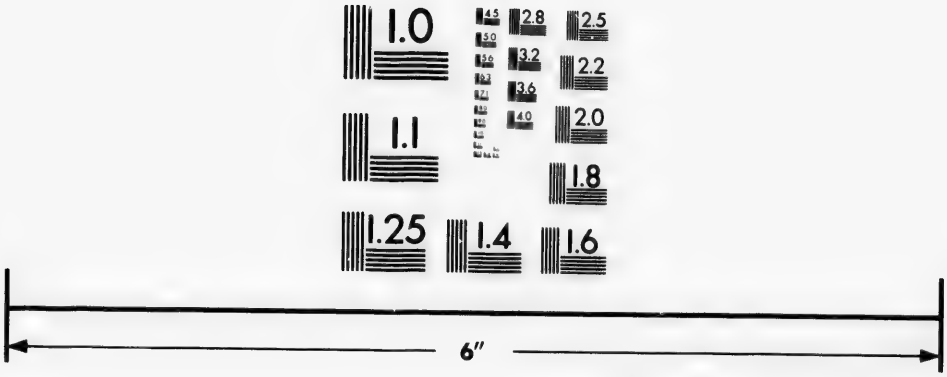

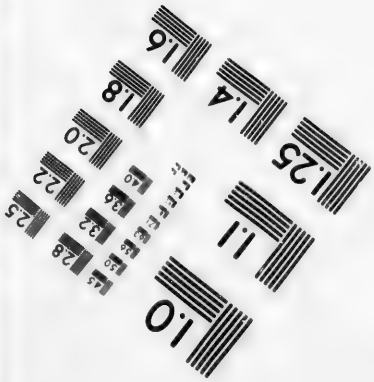

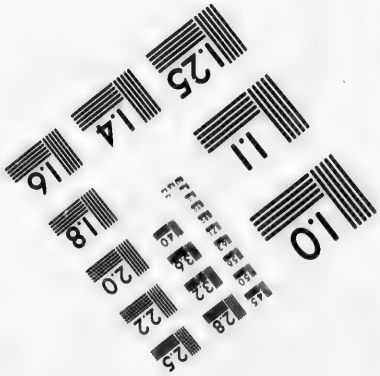

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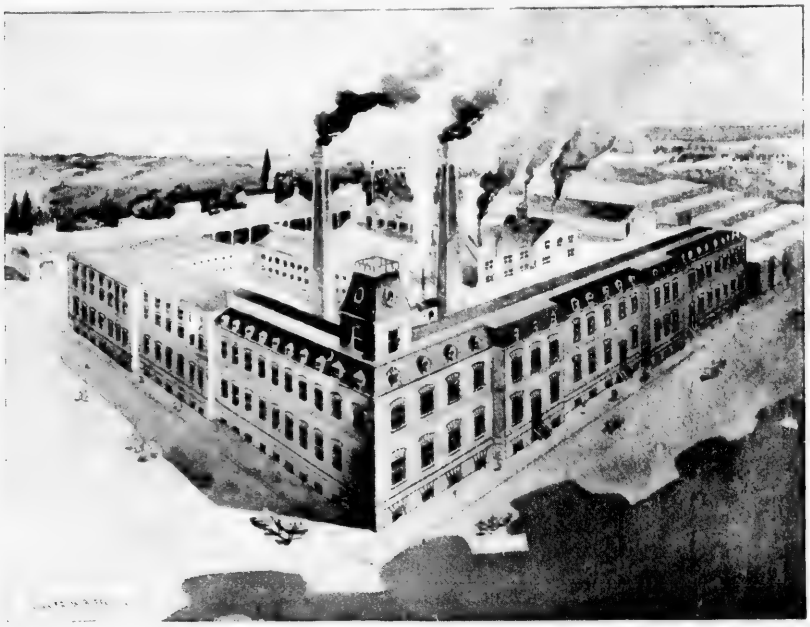

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DOMINION ORGAN & PIANO CO., Bowmanville, Ont., Can.

describes his father's mill at Mono Mills, Simcoe County, Ont., on the Humber valley, as a strong frame building, 38 by 26 feet, two-and-a-half stories high, wheel-house 26 by 10 feet, water-wheel 18 feet in diameter, all the shafts wooden with iron gears. It contained one run of buhr stones, then quite recent, 4 ft. 4 in. in diameter, 1 run of rock stones 4 feet diameter, two single-reel bolts 18 feet long, shaking screen and suction fan, both home-made, and a Cobourg smutter; capacity 10 to 12 bush. per hour.

There were then in Ontario several mills of like character, equipped with similar machinery, whose main trade was "gristing" for the settlers: but little merchant work was done in those days. In early times the youths of a household were accustomed to haul their grists to mill over hill and dale on a hand-sleigh, carrying them home again by the same means. Passing over intermediate improvements, and coming down more near to the present day, we reach the system of roller-mills, in which, instead of flat-stones revolving one upon another, the action is that of a mangle crunching and grinding the grain, the steel rollers moving on horizontal instead of perpendicular axes.

The purifier idea, followed as a result by the gradual reduction process, led on to rolls non-cutting and rolls sharp-cutting, smooth rolls, rolls of chilled iron, rolls of porcelain, scalpers, centrifugals, round reels, dust catchers, inter-elevator bolts, aspirators, degerminators, automatic feeds, magnetic separators. Connected with these were automatic weighing machines, wheat-heaters and sprinklers. We are told of "long system," "short system" and "combination"; in fact the whole whirligig of modern milling devices and systems.

Economy is the aim of flour-millers at the present day. Recent inventions have all in view the making the most of a cereal, whether it be wheat, oats or barley, that is to be ground. The narrow margin of profit on which bread-stuffs are sold compels the adoption of whatever method ingenuity can devise to get the largest product out of a given quantity of grain. Six bushels of wheat used to be deemed necessary to produce a barrel of flour. This quantity was reduced to five bushels, but by modern appliances four bushels and a half now suffices. The price of the "offal" varies with the quality of the harvest.

Minneapolis, in the State of Minnesota, the "Flour City of the West," is a world's wonder in the way of flour-production, measuring its out-put as it does by the hundred thousand barrels per week, the year round. The Pillsbury "A" mill in that city can produce 5,000 barrels in twenty-four hours. Millers in Minneapolis, therefore, are authorities upon the subject. One of them, the celebrated Washburn Mill, con-

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siders 4 bushels 35 pounds needful to make a barrel of flour. "Of this quantity 60 per cent. would be patent, 28 per cent. clear, 12 per cent. 'red dog.'" Something depends, in this particular, on the condition of the wheat crop in the year dealt with. The Secretary of the Crown Roller Mill in the same city has stated that 4 bushels and 40 pounds would be a fair average, producing 196 pounds flour, 80 pounds bran and middlings, with a waste of 4 pounds.

Thirty or forty years ago the white fall wheat of Ontario, which was plump, white and strong, produced flour that became famous on the Boston and New York markets. Within the decade, however, Manitoba, Minnesota and Dakota "hard" wheat has developed qualities that render flour made from it preferable to any other in strength and sustenance. It is now a standard article in Mark Lane, which dominates the wheat markets of the world.

Canadian flour mills are many, but in the present conditions of the industry the smaller mills are at a disadvantage, and the larger ones have the best chance. Of those which manufacture at wholesale or for export, there are a dozen which are well known. The Ogilvies of Montreal have a number of the largest. Of their Montreal mills one has a daily capacity of 1,500, the other of 700 barrels; at Goderich they have a 1,000-barrel mill, a large one at Winnipeg, and a 300-barrel mill at Seaforth. The Gould mill at Montreal turns out 500 barrels in the twenty-four hours; and at Ottawa, Mackay & Co. have mills of 500 barrels capacity. The People's Mills of James Goldie at Guelph turn out 500 to 600 barrels per day; those of David Goldie at Ayr, 400 barrels; of Todd at Galt, 300 barrels. Norris at St. Catharines has two mills of a joint capacity of 500 barrels. Then there is the large Keewatin Mill of the Lake of the Woods Milling Co., stated variously at 1,000 to 1,500 barrels capacity. The Royal Dominion Mill of McLaughlin & Moore, at Toronto, turns out 600 barrels daily, and is called one of the most modern of all in respect of the appliances used and the economies achieved. This mill uses the "Arthur Moore Patent Roller," and the air belt purifier.

The production of flour is in these days a complicated process. In the newest mills the wheat is put five times through sets of rollers, which suffices to separate all the bran, and then eight times through to make most of the middlings. After long experience and many experiments with porcelain rollers in Germany and steel rolls elsewhere, the disposition of millers to-day seems to be, in the United States and Canada at any rate, in favor of chilled iron rollers in preference to any other. The industry is well up to the times in the Dominion, and the Ontario Millers' Association is one of the most intelligent and influential trade guilds.

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COTTON MANUFACTU

THE cotton manufacturing industry in Canada may be said to be the growth of the last thirty years. About the year 1860 the Lybster Mill at Merritton on the Welland Canal, the New Brunswick Cotton Mills at St. John, New Brunswick, and the Dundas Cotton Mills Company at Dundas, Ontario, were founded for the manufacture of plain grey cloth. But an unexpected obstacle to their progress arose in the American Civil War, in the early years of which the raw staple of southern growth on which they depended as their raw material, rose to such a price as to compel some of these works to close down for two or three years. Shortly after their resumption the mills were fitted up with dye-houses, and produced in addition colored shirtings and checks. The Hudon Cotton Mills at Montreal were founded about 1874, and the Montreal Cotton Co. at Valleyfield, Que., a couple of years afterward. It was about 1872 that the Canada Cotton Company was formed to manufacture on a limited scale, at Cornwall, plain goods; but this corporation was to assume later, upon the adoption by Canada of a protective policy, its now extensive proportions. The Stormont Cotton Company was brought into existence in 1877, also on the canal at Cornwall, but it was burned; being rebuilt, however, two or three years afterward.

The capacity of the mills named did not exceed 4,000 looms and 200,000 spindles at the time when the National Policy was adopted.

At the present date, the twenty-five cotton mills of which we give a li t have between 11,000 and 12,000 looms and more than 500,000 spindles. It is a curious circumstance—though not, after all, an unexpected outcome of a protective policy, exemplified in other countries than Canada—that the rush of capital into what seemed a promising and remunerative industry resulted in overdoing the market and embarrassing the proprietors. In seven years following the adoption of the new tariff, namely, the years 1879 to 1885, no less than nineteen mills were opened in four provinces. Fully one-half of these, in addition to those already existing, went to work, producing principally plain greys. The result was a glut of cotton cloth.

As early as July, 1884, Mr. Clayton Slater, an English manufacturer, who had meanwhile established a cotton mill at Brantford, gave the number of looms in Canada as 9,000, while he estimated that 6,000 looms could produce, on the basis of 15 yards of cotton per annum for each individual of the population, all the domestic cotton that could be consumed in the country annually. Here was an over-productive capacity of fifty per cent. in excess of requirement, to say nothing of possible importations of the article. Mills and merchants' warehouses were crammed with grey cottons, while the shelves of country storekeepers bore evidence of the overstock.

Loss of capital thus put into surplus plant stared proprietors in the face. Different plans were proposed of getting rid of the difficulty. Some favored reducing

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Hamilton Cotton Mills Co
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Moncton Cotton Mfg Co
St. John Cotton Mills
Nova Scotia Cotton Co
Windsor Cotton Co
St. Annes Spinning Co
Merchants Mfg Co
Merritton Cotton Mfg Co
St. Croix Cotton Mills
Yarmouth Duck & Yarn C
Magog Textile & Print Co
Canada Spinning Co
Gibson Cotton Mill
Montmorency Cotton Mills

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MANUFACTURES

the out-put of the mills by working them only four days a week. But even this would not cure the evil, because working that time would keep the supply up to the consumption, leaving the overstock still existing. A suggestion was made by Mr. Slater, which has since been adopted, namely, that an amalgamation of all the companies should take place, the different mills and machinery to be taken at a valuation, so that a single management could control the whole output. Each of the mills could be set to making what it was best fitted for, and some economy in this division of labor would result. A loss of capital is, of course, involved in such a step; cotton mill shares went down in 1885 to fifty cents in the dollar; but something had to be done to check production.

Carefully reduced out-put, increased economy of administration, varying the product, slowly relieved the market. In a year or two our mills were producing silesias, ginghams, sheetings, canton flannels, cottonades, twills, duck, bags, wigans, sateens, bleached cottons, cambrics and print cloths, in addition to the greys, denims, tickings and colored shirtings that were previously the staples. But when the number of mills was again imprudently increased, and the number of looms went up to 11,000, energetic measures were needed. And so it resulted that a syndicate named the Dominion Cotton Mills Company was formed early in 1891, and has at this date we are told secured practically the control of the mills producing grey cloth.

COTTON MILLS IN CANADA

Name.	Place.	Established.	Description of goods.	No. Looms.	No. Spindles.
Lybster Cotton Manufacturing Co.	Merritton, Ont.	1860	Greys, denims, shirtings	200	12,000
New Brunswick Cotton Mills	St. John, N.B.	1861	Yarns, warps, cottonades	600	1,000
Dundas Cotton Mills Co.	Dundas, Ont.	1862	Shirtings, ginghams, ticks	508	10,000
Canada Cotton Co.	Cornwall, Ont.	1872	Cottonades, dress goods, linings, etc.	812	5,000
Hudon Cotton Mills Co.	Montreal, Que.	1874	Grey and bleached cottons and cantons	1,200	7,000
Montreal Cotton Co.	Valleyfield, Que.	1877	Drills, sateens, linings	1,400	34,000
Stormont Cotton Mfg. Co.	Cornwall, Ont.	1879	Shirtings, ginghams, cottonades	650	27,000
Coaticooke Cotton Co.	Coaticooke, Que.	1879	Print cloths, shirtings	250	12,000
Craven Cotton Co.	Brantford, Ont.	1880	Plain greys	28	1,000
Kingston Cotton Co.	Kingston, Ont.	1881	"	150	11,000
Chambly " "	Chambly, Que.	1881	"	200	7,000
Hamilton Cotton Mills Co.	Hamilton, Ont.	1882	Yarns, warps, denims, etc.	65	9,000
Ontario " " "	" "	1882	Shirtings, ducks, bags, etc.	362	12,000
Moncton Cotton Mfg. Co.	Moncton, N.B.	1882	Greys, stripes and checks	244	1,000
St. John Cotton Mills	St. John, N.B.	1882	Plain and twilled greys	200	12,000
Nova Scotia Cotton Co.	Halifax, N.S.	1882	Plain greys and warps	450	2,000
Windsor Cotton Co.	Windsor, N.S.	1882	Plain greys	200	11,000
St. Anne's Spinning Co.	Montreal, Que.	1883	"	100	2,000
Merchants Mfg. Co.	" "	1882	Bleached shirtings	700	2,000
Merritton Cotton Mills Co.	Merritton, Ont.	1884	Grey and colored goods	248	12,000
St. Croix Cotton Mill	Milltown, N.B.	1884	Fancy shirtings, denims, etc.	90	1,000
Yarmouth Duck & Yarn Co.	Yarmouth, N.S.	1884	Sail and other ducks	48	1,000
Magog Textile & Print Co.	Magog, Que.	1884	Print cloths and prints	1,000	40,000
Cornwall Spinning Co.	Cornwall, Ont.	1885	Yarns, warps and twines		
Gibson Cotton Mill	Gibson, N.B.	1885	Greys, denims, shirtings, etc.	600	22,000
Montmorenci Cotton Mills	Quebec, Que.	1890	Greys	200	9,000
			Total looms and spindles	11,482	520,100

Amalgamated 1885 under name Hochelaga Cotton Manufacturing Co.

* Also six printing machines.

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A word in commendation of the style and quality of Canadian manufactured cotton is fairly deserved. No more honest or substantial goods are made anywhere. And the skill of our factories is year by year manifesting itself in quality and variety. It is a fact not to be overlooked that great quantities of greys are made for export to China. Four mills are now, we believe, making wholly or mainly for that market—the Montmorenci, the Moncton, the Craven, and the Kingston. Cotton bags, too, are so plentifully produced in Canada as to have begun to replace jute bags for home and export flour-sacks.

It is a hundred years (1791) since the first cotton mill was erected in Rhode Island. By 1807 there were fifteen mills in the Eastern States, working some eight thousand spindles. There are to-day probably a thousand mills all over the American Union, with ten or twelve million spindles, turning out two thousand million yards of various fabrics.

In the United States, by the census of 1880, while the number of factories shows no increase, but rather a decrease from 1860, their capacity had been vastly added to. The number of looms, the number of spindles, the wages paid, the capital employed, had all been doubled, compared with 1870. Thus:

	[illegible]	[illegible]
Factories	[illegible]	[illegible]
Looms	[illegible]	[illegible]
Spindles	[illegible]	[illegible]
Operatives	[illegible]	[illegible]
Capital	$[illegible]	$[illegible]
Wages, annual	[illegible]	[illegible]
All materials	[illegible]	[illegible]
Products, value	[illegible]	[illegible]
Raw cotton used, lbs.	[illegible]	[illegible]

In the present year there are probably not less than 14,500,000 spindles in use all over the United States. In an article on the Cotton Industry of New England, contributed by George Rich to the *New England Magazine* for October, 1890, we find some interesting particulars respecting the business. The factory population of those States has undergone several revolutions. "Originally it was composed almost wholly of the sons and daughters of New England farmers. But with the opening up of more congenial and remunerative employments this class deserted the factories and their places were taken by the Irish, English, and German immigrants." These saved their earnings and bought the small farms which the New England yeomen deserted for the boundless West. "They have been succeeded in turn by the French Canadians, and this race is now the predominating element in factory life."

To-day, there are some three thousand cotton manufactories in Great Britain, employing half a million persons, and the annual value of their product is not far from £100,000,000. In the year 1878 it was estimated by the chairman of the Cotton Associations of Manchester that the capital invested in this British industry reached £90,000,000 sterling.

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WOOLLEN MANUFAC

WHAT were known as custom woollen mills existed in Canada early in the present century—they spring up as a necessary industry to all new countries. Such establishments carded the farmers' wool, made a variety of "home spun," or fulled cloth, as well as other fabrics. These mills were numbered by hundreds in the Dominion; there may possibly be hundreds to-day, but their number has decreased since the larger factories arose. With the growth of the country came a steady demand for a better class of goods, comparable to the checks and tweeds which then were imported from Britain. The Barber Mill, at Streetsville, Ontario, had been long in existence, and had assumed proportions which were large in those days of what are now considered "small things." McKechnie, at Cobourg, and Andrew Paton, at Waterloo, were making shepherds' checks and tweeds when a young Scot came upon the scene, and with the enterprise and *vim* that have since characterized him in greater projects, proceeded to give to the woollen industry of Canada the energy and scope that have since made it worthy of the country.

This young Scotchman was George Stephen, then, say in 1860, known as a young merchant of Montreal, but later to become famous as a manufacturer, a banker, and the leading spirit in that national work, the Canadian Pacific Railway. Recognizing the opening that existed for an improved class of woollens, and believing in the ability of Andrew Paton for the occasion, Mr. Stephen induced him to remove to Sherbrooke, in the adjoining Province of Quebec, where the river Magog—this stream descends 100 feet in half-a-mile—seemed to offer exceptional advantages of water-power for factories, and where Lomas & Son had been established some twenty years. To what great proportions the Paton establishment has since grown all textile dealers in Canada know. Another of the woollen mills to the extending of which Stephen's energy and faith contributed was that of Bennett Rosamond, at Almonte, now one of the most extensive and justly famed of all. About this time, too, the late Jacob Hespeler, shrewd German that he was, erected roomy buildings for a tweed factory, and laid the foundation of a group of industries which, even in his lifetime, made the village of Hespeler, with its neat and methodical premises, its pretty surroundings, its orderly and thrifty population, what might not unworthily be termed a Canadian "Saltaire" or "Pullman." The names of Penman, McCrae, Forbes, deserve honorable mention in any sketch of the modern features of this industry.

To make a list of Canadian woollen factories would be a lengthy and somewhat tedious task. They number hundreds, and are nearly as various in scope as in capacity. A list of fifty might easily be made of mills which boast more than one set of "cards." But we content ourselves with naming the leading tweed and knitting mills, and indicating those others which have of recent years, under the fostering influence of a high tariff, ventured into the production of fabrics for which our rigorous climate

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Globe Woollen Mill
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Yarmouth Woollen
Mississippi Woolle
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Brodie Mills
Campbellford Wool

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A. Lemes & Son
J. H. Webb
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Charles Turnbull
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and the demands of modern fashion appear to offer a reasonably constant market within our own borders. Year by year since 1880 the list of articles produced in Canadian mills has been enlarged, skilled workmen being brought from Britain or the States for the purpose. According to E. B. Biggar's *Textile Directory*, New Brunswick has some fifty woollen mills, the largest of which are at Moncton, Port Elgin, and St. John. In Nova Scotia we find a list of 57, the principal being at Yarmouth, Oxford, Hopewell and Truro. There is at least one in British Columbia and several in Manitoba.

The list appended, while it does not profess to be complete, is the result of an effort to include establishments fairly representative of our woollen industry at large.

Tweed Factories.

Name	Place	Date Established.	Kind of Goods.	No of Sets.
Paton Manufacturing Co.	Sherbrooke, Que	1866	Tweeds, flannels, shawls	22
Rosamond Woollen Co.	Almonte, Ont.	1866	Tweeds and worsteds	18
Cornwall Manufacturing Co	Cornwall, Ont	1868	Tweeds and cassimeres	18
Auburn Woollen Mills	Peterboro, Ont	1872	Tweeds	7
Golden Grove Mills	St. John, N.B.	1870	Tweeds and homespuns	2
Cobourg Woollen Co.	Cobourg, Ont.	1854	" "	[illegible]
Ferguson & Pattinson	Preston, Ont	1870	" "	6
Montreal Woollen Mills	Montreal, Que.	1879	Coatings, serges, naps	7
Globe Woollen Mills	Montreal, Que	1887	Dress goods, costume cloths, etc.	12
Waterloo Woollen Co.	Waterloo, Ont.	1874	Tweeds and flannels	[illegible]
Glen Tay Woollen Mills	Glen Tay, Ont.	1879	Fine tweeds	4
Weston Woollen Co.	Weston, Ont.	1880	Tweeds, etoffes, overcoatings	10
Eureka Woollen Mills Co.	Hopewell, N.S.	1882	Tweeds, blankets, flannels	3
Hawthorn Woollen Mills	Carlton Place, Ont.	1872	Tweeds and shawls	[illegible]
Gillies, Son & Co.	" " "	1875	Fancy tweeds and worsteds	[illegible]
Gemmell & Fairgrieve	Port Elmsley, Ont.		Fine tweeds	2
Yarmouth Woollen Mills Co.	Yarmouth, N.S.	1880	Tweeds and homespuns	1
Mississippi Woollen Mills	Appleton, Ont.	1862	Fancy tweeds	2
John Baird & Co.	Almonte, Ont	1865	Fine tweeds	2
Clyde Woollen Mills	Lanark, Ont	.....	Fine tweeds and cassimeres	4
Brodie Mills	Hespeler, Ont	1881	Tweeds, flannels, dress goods	11
Campbellford Woollen Mills	Campbellford, Ont.	1868	Tweeds and flannels	4

Flannel Mills

Trent Valley Woollen Manufacturing Co.	Campbellford, Ont.	1880	Flannels and ladies' dress goods	10
Richelieu Woollen Mills	Chambly, Que.	1830	Flannels, blankets, etc.	11
A. Lomas & Son.	Sherbrooke, Que		Flannels and dress goods	1
J. H. Wylie	Almonte, Ont.	1880	Grey flannels, etc	2
Thoburn Woollen Mills	" "	1880	Fine flannels	3
Forbes & Co.	Hespeler, Ont.	1868	Worsteds, serges and knit goods	6

Knitting Mills

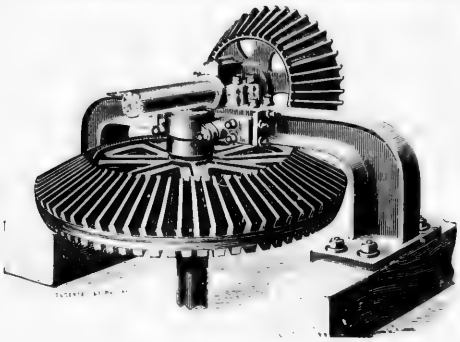
Penman Manufacturing Co.	Paris, Ont.	1881	Underwear, rugs, linings	7
Grand River Knitting Mills	" "	1870	Hosiery, cardigan jackets, etc.	8
Joseph Simpson.	Toronto, Ont	1865	Knitted underwear.	6
Galt Knitting Co.	Galt, Ont.	1884	" "	[illegible]
Charles Turnbull & Co.	" "	1862	" "	[illegible]
Strathroy Knitting Co.	Strathroy, Ont.	1882	" "	7
Coaticooke Knitting Co.	Coaticooke, Que.	1882	" "	6
Kingston Hosiery Co.	Kingston, Ont.	1882	Hosiery	7
Almonte Knitting Co.	Almonte, Ont.	1882	Knitted goods	3
Jonathan Ellis	Port Dover, Ont.	1880	" "	
Georgetown Star Hosiery Co.	Georgetown, Ont	1882	Hosiery	†45
Standard Mills	Toronto, Ont.	1882	Knitted goods and blankets	5
Universal Knitting Co.	" "	1880	Cotton and woollen hosiery	*100
Pike River Knitting Mills	Pike River Que.	1880	Knitted goods	5
Granite Mills	St. Hyacinthe, Que.	1880	Hosiery and underwear	15

*Machines. †And 150 machines.

WM. KENNEDY & SONS

Engineers, &c.

Owen Sound, Ont.



MANUFACTURERS OF THE

"NEW ARMSTRONG"

Heavy Shafting, Gearing, Pulleys, etc., for Factory and Mill Work

HIGH CLASS SOLID OR SECTIONAL SCREW PROPELLORS

FOR ALL PURPOSES — LARGE STOCK KEPT ON HAND

MARINE REPAIRS PROMPTLY ATTENDED TO

PUMPING MACHINERY FOR DOMESTIC OR FIRE PURPOSES

R. SCORE & SON

Importing

Tailors and Haberdashers

11 KING STREET WEST,
TORONTO

DRESSING GOWNS,
Jackets and Travelling Rugs always kept in stock.

Shoe and glove linings are made at Galt and Acton; knitted gloves at Guelph: full finish wove shirts and drawers, pronounced equal to Hawick goods, at Paris and Kingston; flannelettes and ladies' dress goods at various mills; Halifax tweeds, "nobby," and durable for men's wear, not only at Maritime Province mills, but at Hespeler and other points in Ontario and Quebec, some indeed being made for export: shawls at Campbellford, Carlton Place, Chambly, Coaticooke; winceys at Brantford, Paris, and Hamilton; carpets and druggets at several points; wool gloves and mitts at Guelph and elsewhere; cassimeres, etoffes, counterpanes, cotton and woollen hosiery,

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Dry Goods at Wh

To the question, "When did commercial travellers for Canadian dry goods houses first begin to go their rounds west of the Ottawa?" gentlemen with a recollection of the circumstances of that time give somewhat different replies. But it appears to have been the case that the move was made in self-defence, inasmuch as there were, about 1850, representatives of Glasgow and London exporters, and of some New York dry goods commission houses, too, on the road in Upper and Lower Canada. So then Montreal merchants thought it time to try the same plan.

At that day it was a bolder enterprise than now to send travellers out with samples. There were no railways then, and even boats were infrequent. Country roads, other than the great thoroughfares near the big lakes, were poor. Lonesome drives were to be taken, too. One who made the journey from Barrie to Owen Sound in the winter of 1852, says, "We only met one team in all that distance of sixty miles, following a winding bush road." Napanee was then a village of 500 people; Owen Sound the haunt of a tribe of Chippawa Indians. The town of Guelph had 1,250 inhabitants, London 3,600, Chatham 799. Ingersoll is described as "a village of nearly 400 inhabitants, on the plank road, with seven shops and two taverns"; while Galt, in 1846, "already begins to assume the appearance of a town: the inhabitants, principally Scotch, have a curling club, mechanics' institute, circulating library and fire-engine company." Is it possible that W. W. Smith, whose *Canadian Gazetteer* gives us these particulars, was himself a Scotchman, since he puts the curling club first among the educative and protective institutions of the place?

The Montreal firm of Maitland, Tylee & Co. were the first, in 1848, to send a traveller up the Ottawa with grocery samples, we are told. Next to them probably J. G. Mackenzie & Co. with dry goods. Between 1850 and 1860 the Mackay Brothers used themselves to visit the west, and Gillespie Moffatt & Co. were known throughout Canada as general merchants at even an earlier date. Isaac Buchanan's firm was dealing in dry goods only, and occupied the coffin-shaped building at the Gore of Front and Wellington streets in Toronto. The firm of Bryce, Buchanan & Co., afterwards Bryce, McMurrich & Co., was established in the city last named in 1834. Wm. McMaster's dry goods warehouse was in 1847 on the corner of King street, where the Dominion Bank now stands, and next to his was that of John Robertson. Other Toronto houses were those of Ross, Mitchell & Co., Moffatt & Murray, Gilmour & Coulson, Bowes & Hall. The firm of John Macdonald & Co. was established in 1849—in retail, not yet in wholesale

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cardigan jackets, shoddy, flocks, batts, serges, crochet goods, yarns, braids, mohair good—but the list is long enough. Flannel is an article very largely produced, and Canadian blankets are as good as any in the world; and, considering how cold our winters are, it was to be expected that our manufacturers should provide against them. Quite recently, overcoatings, serges, ladies' cloth, and the like, are being produced by Canadian mills, which a Canadian buyer assures us would sell in Huddersfield as quite equal to English.

OODS AT WHOLESALE.

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at "Big 103" on Yonge street, at which date, *Toronto Called Back* tells us, Betley & Kay, Scott & Laidlaw, Walker & Hutchinson were well known retail shops.

About 1860, Montreal commercial houses were large and wealthy—as, indeed, they are to-day—and the country dealer in Upper Canada liked to be known as buying from them. He visited Montreal once, if not twice a year, or the commercial traveller from that city was tolerably sure to find him out. But he only bought in spring and fall. Coming down to a later date, however, this twice-a-year buying was changed by the energy of western wholesale dealers and by the opening of railways. Toronto is now an assorting centre and the country dealer has found it out.

Importations of merchandise of all kinds at Montreal in the year 1848 were of the value of $6,452,000, and those at Toronto $789,000. In 1891—fiscal year, ended 30th June—the imports of Montreal in dry goods alone amounted to $7,663,000, while those of Toronto were $5,743,000 in value.

A list of dry goods imports into Canada for a single fiscal year (1890), shows the following dutiable goods and free raw materials for manufacture of textiles, etc. The dutiable goods are given first:—

Woollen cloths, hosiery, flannels, carpets	$10,396,446
Cotton cloth, prints, clothing, thread	4,075,742
Silk goods, hose, parasols, etc.	3,174,125
Embroideries, laces, feathers, artificial flowers	1,689,209
Linen, hemp, and jute goods and carpets	1,398,304
Hats, caps and bonnets	1,229,435
Furs, manufactured or partly dressed	682,501
Gloves and mitts, kid, silk and other	702,047
	$23,347,809
Add goods free of duty, consisting of cotton, wool and waste, undressed hemp, jute butts and cloth, raw silk, straw plaits	6,892,607
Total dry goods imports	$30,240,416

The greatest evil of the dry goods business in Canada to-day is excessive credit, resulting in overtrading and numerous bad debts. Competition is keen, but that need not bring demoralization in terms and methods. There is no longer any need for the six to nine months' credit that retailers get.

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[illegible]

$4,250,000

[illegible]

[illegible]

DIRECTORS:

W. H. BEATTY
HON. JAS. YOUNG
M. P. RYAN
S. NORDHEIMER
W. H. GIBBS
A. McLEAN HOWARD
J. D. EDGAR
WALTER S. LEE
A. T. GOODERHAM
W. D. MATTHEWS
GEO. MITCHELL

J. K. MACDONALD,
Managing Director

A. G. MACDONALD,
Actuary.

BUSINESS IN FORCE

$20,000,000

Confederation Life

HEAD OFFICE BUILD

ation Life Association

HEAD OFFICE BUILDING. Toronto, Ontario.

THE IRON INDUSTRY IN

IN the days of the paternal government of Canada as a colony of France, Jean Baptiste Colbert, the able Minister of Louis XIV., among copious instructions given to the Intendant Talon as to the treatment of the King's children, told him to "encourage them in trade and industry," and to "put them in the way of making some profit." This at the very time (1664) that he had granted a monopoly of trade to *La Compagnie des Indes Occidentales* for forty years, and authorized that corporation virtually to control government and commerce over the whole of New France. The company did not succeed—it did not deserve to succeed, for its monopolistic spirit killed the enterprise of the Canadian colonists. This effect was apparent to the prescient mind of Talon, who set himself to counteract, as best he might, the deadening influence of the company. He despatched engineers to search for coal, iron, lead, and other minerals. Copper mines were discovered on Lake Superior, and important discoveries of iron were made which, however, Charlevoix says, "were forgotten for seventy years and rediscovered in his time." Early in the seventeenth century a company was formed to make charcoal pig iron in what is now the Province of Quebec, and at the St. Maurice furnace (1752) pig and wrought iron were made and shot and shell cast. Since that day stoves and other castings have been produced in the same Three Rivers district.

Various discoveries of iron have been made during the present century west of the Ottawa. Magnetite and hematite on Lake Nipissing; specular ores in Lanark county; bog ore, a variety of hematite, on Rideau Lake and in the Marmora region. There is iron, too, on Batchewana Bay, east end of Lake Superior, and near Kakabeka Falls, west of Thunder Bay. In 1800, iron was attempted to be made in Leeds county, but the enterprise was a failure. It may be said that the iron industry in Ontario dates from 1822, when Joseph Van Norman started a blast furnace in Norfolk county for the smelting of bog iron ore. A little later, Mr. Hayes obtained a tract of 14,000 acres of land at Marmora for mining and charcoal-making, an industry which, however, languished for many a day. Magnetite and hematite iron is abundant in Eastern Ontario, and something like activity has been shown of late in developing it. In the last ten or twenty years a deal of rich iron ore has been got out at Irondale in Haliburton, and at the Coe Hill Mines, north of Peterboro, as well as in Frontenac county, and indeed it is largely American capital and enterprise to which we are indebted for the fact. This has found ready market in the United States, where it is used for mixing with the leaner ores of the Middle States, being shipped to the south shore of Lake Ontario and often to ports on Lake Erie In spite of the encouragement afforded by heavy protective duties, there is to-day no iron-smelting industry in this rich province. The *Report of the Commission upon the Mineral Resources of Ontario*, 1890, a comprehensive and valuable work, tells us (page xxii.) that: "There is no charcoal iron made in Ontario, and all that is required for the manufacture of malleable castings is imported from t
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is imported from the United States at a cost ranging from $26 to $38 per long ton, duty paid." There is assuredly much force in the contention that these prices afford a liberal margin of profit on the cost of production, especially when we learn, upon expert authority, that "a furnace of 9,000 tons yearly capacity would earn ten per cent. on a capital of $200,000 at a profit of $2.25 per ton on the pig iron produced." Furnaces located at favorable points should be able, says the Report just quoted, to supply the home market with all the charcoal iron it wants, and besides keep out much of the poorer coke iron imported from other countries.

The imports of pig and other iron into Canada during 1890 were equal in value to $1.38 per head of the population. The production of iron within her borders did not amount to $0.10 per head of her population. How comes it, might naturally be asked by a stranger, that a country so forward in matters of commerce, of communication, of civilization and refinement, is so far behind in utilizing her plenteous stores of the most valuable of economic minerals? We build iron ships—but the plates of which we build them are rolled in Scotland! We make dynamos for the production of electric light but we import the metal substances which compose them! Still, the reader must remember that it is only three or four years since our United States neighbors, who last year outranked Great Britain herself in the production of enormous quantities of iron and steel, were in the same category as Canada with regard to iron ships. The present writer, while on a visit in 1886 to the shipyard at Wyandotte, on the River Detroit, was told by the superintendent of the works that while the heavy forgings for the frame of a steamer then on the stocks were the production of Pittsburg forges, the plates of her hull were rolled on the Clyde.

Imports of Iron into Canada, 1890.

The Trade and Navigation Returns for the fiscal year ended with June, 1890, show the quantity and value of iron imported into Canada, mainly from Great Britain and the United States, as under:—

	Tons	Value.	Duty
Pig iron - - -	86,475	$1,137,312	$ 4 per ton.
Bar iron - - -	9,088	309,721	13 "
Boiler plate, etc. - -	2,701	100,482	13 "
Engines and machinery.	.....	1,575,772	30 and 35 p.c.
Rolled iron - - -	9,954	348,979	12½ p.c.
Boiler and other tubes.	9,068,000 ft.	472,610	Various.
Sheet iron - - -	23,416	840,335	12½ p.c.
Other iron manufactures	... .	2,854,000	Various.
Iron wire - - -	9,448	320,809	Free.
Beams for vessels -	1,699	71,805	"
Anchors - - -	298	17,333	"
Total imports iron manufactures -		$8,049,158	

CANADA PERMANENT LOAN & SAVINGS CO.

COMPANY'S BUILDINGS, TORONTO.

DIRECTORS:

President & Man. Director ::: J. HERBERT MASON
Vice-President EDWARD HOOPER

S. NORDHEIMER A. M. SMITH
HENRY CAWTHRA
JUDGE BOYD RALPH K. BURGESS
W. G. GOODERHAM

Assistant Manager ::: ::: ::: ALFRED J. MASON
Superintendent ::: ::: ::: RUFUS S. HUDSON
Secretary ::: ::: ::: ::: ::: GEORGE H. SMITH

Subscribed Capital : : : : : : : :	*$5,000,000*
Paid-up Capital : : : : : : : : :	*2,600,000*
Reserved Funds : : : : : : : :	*1,550,156*
Total Assets : : : : : : : : :	*11,868,966*

DEPOSITS received at current rates of interest, paid or compounded half-yearly

DEBENTURES issued in Currency or Sterling, with interest coupons attached, payable in Canada or in England. Executors and Trustees are authorized by law to invest in the Debentures of this Company.

MONEY ADVANCED on Real Estate security at current rates and on favorable conditions as to repayment. Mortgages and Municipal Debentures purchased.

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C. S. DOUGLAS — B. B JOHNSTON, NOTARY PUBLIC

DOUGLAS & CO.,

139 Cordova St., Vancouver, B.C.

Real Estate and Financial Agents.

VANCOUVER, BRITISH COLUMBIA, situated at the western terminus of the Canadian Pacific Railway, on Burrard Inlet, (the finest harbor on the Pacific Coast), has had the most marvellous and at the same time substantial growth of any city on the Western Continent. In 1886 it had a population of 600. In June of that year it was entirely destroyed by fire, but Phœnix-like, rose from its ashes, and has increased in population since as follows: 1887, 2,000; 1888, 6,000; 1889, 12,000; 1890, 15,000; estimated at end of 1891, 20,000. The value of assessable real property, as shown by the City assessment rolls, has increased from $3,471,245 in 1888, to $11,077,375 in 1891. Its industries at present (July, 1891,) comprise a sugar refinery, which imports the raw material from the Manilla Islands, and turns out 700 barrels per day; ten saw mills and shingle mills, which manufacture over 100 million feet of lumber per year, and employ 2,000 men; two iron foundries and machine shops, several ship yards, a number of Canadian Pacific Railway work shops, lime kilns, brick yards, tanneries, soap works, candy factories, breweries, bottling works, furniture factories, boat builders, blacksmiths, sail makers, bakeries, job printing offices, three daily newspapers, etc., in all representing a capital of $4,000,000, while there is invested in the mercantile and other lines of business over $24,000,000. Six banks do business in the City, and represent a capital of $35,000,000.

Vancouver, in addition to being the terminus of the Canadian Pacific, has direct railway connection with Seattle, Portland, San Francisco, and all points south along the Pacific coast. The shipping interests of the port, already important, are increasing rapidly. Ships are constantly in the harbor loading with lumber for Australia and South America. In 1890, the foreign shipments of lumber amounted to over thirty million feet, representing a value of $350,000. A regular line of magnificent steamships plies between Vancouver and Japan and China, doing an enormous freight and passenger business; and a line of steamships is soon to be established between Vancouver and Australia. Steamers run daily to Victoria, Nanaimo, and to Puget Sound cities and San Francisco, while there is a considerable coasting trade. So important have become the shipping interests of Vancouver, that capitalists have arranged for the construction of a graving dock and ship arsenal, which is to cost $1,000,000, and be completed within three years. Vancouver is headquarters for the salmon canning industry, and also sends out a considerable fleet of vessels to the sealing grounds.

The City is beautifully located on rising ground, which affords good drainage; has handsome and elegant homes, fine business blocks, handsome churches and school-houses, large and excellent hotels, the finest opera house on the Pacific Coast, a perfect system of water works (supplying pure snow water from mountains north of City), an extensive system of electric lights and gas, nine miles of electric tramway, fifty miles of graded streets, thirty-five miles of sidewalks, and last, but not least, a public park of 1,000 acres which for beauty of location and natural scenery is unequalled on the continent.

Business property sells at from $100 to $500 per front foot, and residence lots (50 x 125) at from $100 to $2,500. Choice lots in the handsomest part of the City can be had for from $400 to $700. With its rich mines of coal, gold, silver, copper, lead, iron, zinc and other minerals; its valuable and almost inexhaustible supply of timber; its extensive fisheries; its rich and extensive tracts of fruit, agricultural and grazing lands, and its glorious climate (the most equable in the world)—British Columbia is the most favored country on the globe, and will be the richest and most important (as it is the largest) Province in the Dominion of Canada. Vancouver is the metropolis of this rich and extensive domain, and has a future before it such as no city has ever had. It stands midway on the shortest route between Great Britain on the one hand and her most remote colonies of Hong Kong and Australia on the other—a route admitted to be the shortest, accessible at all times of the year, on British soil its entire length, and in a manner making the whole northern hemisphere tributary to it, by standing as it does at the gateway of the Pacific, through which in time must come, not only the Japan and China trade for Canada and Britain, but also for the United States, as well as the trade of Australia, the Sandwich and South Sea Islands, Borneo, the Philippine Islands and the Malay Archipelago. There is no city on the Western Continent that offers such certain and large returns to the investor, and if you have money to invest, or money to loan on good mortgage security that will net you 10 to 12 per cent. interest annually, write to, or call upon, DOUGLAS & CO., who have made thousands of dollars for British, Canadian and American clients, and will be pleased to give you the benefit of their experience and ripe judgment. Maps of Vancouver and British Columbia on application. Farm lands in every part of British Columbia for sale. Correspondence solicited. Reference, Bank of British Columbia.

IMPORTS OF STEEL INTO CANADA, 1890.

	Tons.	Value	Duty
Steel rails - - - - - -	89,096	$2,204,885	Free.
" for tires, files, skates, rigging, etc.	.....	298,085	"
" ingots, blooms, etc. - - - -	9,823	529,250	Various.
" tools, etc. - - - - -	.....	424,010	"
Wares, part iron and part steel, N.E.S.	.....	1,017,458	30 p.c.
Total steel goods - - - -		$ 4,473,688	
Grand total iron and steel m'frs. - -		12,522,846	

Having seen by the above tables what Canada's imports of iron and steel are, let us look at the present state of the domestic industry. It may be premised that there must be strong reasons why, with the protection of $4.50 per ton duty to keep foreign pig out, and $2 per ton bonus to encourage home pig to be made, there is at this hour no iron furnace in Ontario. The strongest reason is probably to be found in the feeling of uncertainty with respect to the continuance of the present scale of high protective duties in the Dominion. Neither Canadians themselves nor the capitalists of Britain or the United States are eager to invest hundreds of thousands of dollars for the purpose, knowing that if the protective tariff were withdrawn they could not compete with the furnaces across the lakes, whose products would, in such case, flood Canada. And yet there are signs that with a change of Government the change so much dreaded by our manufacturers would be made. It is a little curious, and at the same time significant, that a deputation of Canadians interested in hollow-ware and other varieties of hardware, are now requesting of the Government of Ottawa either to abolish the duty ($4.50 per ton) on pig iron, or to raise that on their particular wares because American castings are being sent into Canada cheaper, even duty paid, than they can be made here.

The principal establishment for the production of pig iron, indeed the only one producing coke pig, is the Londonderry Iron Co., limited, whose works are at Londonderry, Cumberland County, Nova Scotia. These works were started years ago, principally with English capital. In one respect they are admirably situated, for they have the ore and fuel both close to the furnaces, and they make excellent iron. It is a disadvantage to them, however, to be so far from Quebec and Ontario. While the latter province would naturally be the largest consumer of the product of these works, it is found impracticable, in Western Ontario, at least, to pay the freight for such a long haul as 1,000 or 1,500 miles.

The production of these works for the year 1889 is given below. In 1890 both the furnace and rolling mill were silent during a portion of the year:—Coke pig iron,

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21,321 tons; puddled bars, 14,975,653 pounds; manufactured iron, 13,528,608 pounds. Outside the Londonderry works there are two charcoal pig iron smelters, viz., the Canada Iron Furnace Co., at Radnor and Three Rivers on the north shore, and Messrs. John McDougall & Co., Montreal, who smelt on the south shore of the St. Lawrence. From the Governmental Summary of the Mineral Production of Canada the following figures of iron production in Canada are obtained:—

IRON PRODUCTION IN CANADA.

	Year 1889	Value
Iron ore	84,181 tons.	$ 151,640
Iron (incomplete returns)	58,783 "	2,210,062
	Year 1890	Value.
Iron ore*	76,511 tons.	$155,380
" pig	21,772 "	331,688

HARDWARE AND METALS

THE first hardware importer to go out "upon the road" in Canada, we believe, was William Darling, of Montreal, and after him "handsome Tom Morland," of the same city, in 1848. From the Rebellion years of 1837-8, or thereabout, dates the Eagle Foundry of George Brush in Montreal. It is fifty-two years since Edward and Charles Gurney founded in Hamilton the foundry whose products have become so extensive. There were "four foundries" in Toronto in 1846, J. G. Beard's among them; and the hardware stores included those of J. & P. Ridout, Peter Paterson, T. D. Harris, John Harrington and Rice Lewis, of "The Eventful Padlock."

Great have been the strides in this business since those old days. The "two foundries" which existed in Hamilton forty-five years ago have expanded into as many dozen of machine shops and metal establishments; while Montreal's few and primitive works have been enlarged and added to till they include great forges, rolling mills, nail works, malleable iron works, and in Nova Scotia we have furnaces and rolling mills sending products of Canadian iron mines to every part of our Dominion. Toronto, Hamilton, Oshawa, Brantford and other towns have extensive foundries turning out in thousands the stoves and furnaces so necessary in our climate.

*Londonderry Works closed part of year. The quantity of ore here given was partly marketed as such and partly smelted in Canada

Iron and Steel S

THERE would appear to be an ample and inviting field for iron or steel shipbuilding in Canada. Great as the extension of wooden shipbuilding has been, for scarcely a port in the world remains unvisited by the keels of vessels from our Maritime Provinces, their day as ploughers of the watery main is passing. Fifty years or more have passed since the use of iron for shipbuilding was begun in Britain, and now steel is coming into use for the same purpose. With such a coast line as that Canada possesses on two oceans and the Great Lakes, and with the steadily increasing commerce of both, there is a wide future for shipbuilding. In the year 1888 there were built by the Americans on the Great Lakes 222 vessels, steam and sailing craft, of 101,000 tons, and in 1889 even a larger tonnage, mostly steam. While there are no means of ascertaining how much of this tonnage consists of iron and steel vessels, the proportion of these is very large.

In 1888 a company was formed in Ontario for the construction of iron and steel vessels, and Owen Sound on Georgian Bay, Lake Huron, was chosen for the site of its ship-yard. Its first essay was a bold one, being nothing less than the building of a 3000-ton steamer for the Lake Superior traffic of the Canadian Pacific Railway: no slight test when it is stated that this vessel was to replace one of three, built on the Clyde and fitted with every modern appointment for speed, comfort, quick loading and discharge of cargo. This first essay, the "Manitoba," launched May, 1889, is 305 feet in length, was built at a cost of over $200,000, and has proved herself an admirable and swift liner. The capacity of the yard has been further tested by the construction of a steel ferry, the "Ontario," 295 feet long, carrying railway trains across Detroit River for the same owners. The other work of the yard to date is represented by a steel steam barge, the "Seguin," of some 2,000 tons, electric-lighted and steered by steam; the yacht "Naiad," etc; and there is now building a steamer for the Government service on the Lakes and Gulf. These are all of steel, the plates being rolled in Great Britain. Surely, however, the day cannot be distant when Canadian steel works shall furnish the material for such work. The Polson Iron Works Company occupies eight or ten acres of land at Owen Sound with its ship-yard, and large premises in Toronto for building

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engines and boilers. It has brought a naval architect from the Clyde and an experienced foreman from England. In completeness of appointment for its purposes this corporation leaves nothing to be desired.

By Order-in-Council of the Dominion, session 1890, it was provided that "manufactured articles of iron and steel for shipbuilding purposes" should be admitted into Canada free of duty, which is so far an advantage to this industry. But it is also true that vessels built and equipped on the Clyde or the Mersey for Canadian owners can steam into the St. Lawrence duty free, a fact that must prove a deterrent from the founding on our sea-coast of an enterprise such as that which we have just described as existing upon the lakes.

To look at the magnificent "Manitoba" of 3,000 tons speeding along past Thunder Cape, Lake Superior, at 17 miles the hour, it is difficult to trace back in the imagination the intermediate steps of invention and improvement between her and the tiny boat fitted in 1796 on Collect Pond, in New York, by John Fitch, with an Archimedean screw 20 inches in diameter, whose steam power was furnished by a "12-gallon pot." Nearly forty years was destined to elapse before this screw propulsion principle came into general use. Eight years after that date, Oliver Evans drove by steam a boat 30 feet long, having a name apparently half Dutch, half Greek, the "Drukter Amphibolos." She had a paddle-wheel astern, and was the flattest and clumsiest of craft. Fulton's first steamboat, launched in 1807, was a stately packet of 160 tons with masts, sails and cabins. Her machinery, built on the Clyde, drove wheels 15 feet in diameter by means of upright cylinders of four feet stroke, and the speed made between New York and Albany averaged four miles an hour. The British Admiralty looked askance at the screw propeller of Ericsson, even though it demonstrated its power on the Thames before their eyes. When, however, in 1839, the "Robert Stockton" crossed the Atlantic with screw propeller instead of paddle-wheels, their Lordships could no longer doubt, and so they ordered H.M.S. "Rattler" to be built and fitted with a screw. Then the P. & O. Steamship Company adopted the stern wheel for their vessels, and its use has since become universal.

THE GROCERY TR

SO large a variety of merchandise is included under the term groceries that it would be an almost interminable task to make a list. Not only articles of food and drink, but brooms, rope, clothes-pins, shoe-blacking, starch, paint and drugs, are sold by grocers. We shall therefore not attempt, by delving in the Trade Returns, to find out what Canada's total imports of "groceries" are. The trade, as now carried on, is one of the most active and most healthy of all branches of wholesale distribution, and it has admirable representative houses in every one of our leading cities. There seems a better and friendlier understanding between the various houses engaged in this line than in any other, and terms of credit are shorter to grocers.

The Maritime Provinces might furnish some matter for a historical review of the grocery trade, for they have been long engaged in importing what constitutes its staples. The nearness of Halifax and St. John to the West Indies, and the shipping enterprise of their residents, led to the building up of a large import trade in sugar, molasses, rum and fruit, in return for Canadian fish. Power, Cronan, Tobin, Butler, Hart, were familiar old-time names in connection with this trade in Halifax; and besides these, there are the Mitchells, Wests, Boaks, Seetons, still to the fore. St. John, too, has its quota of wholesale grocers.

There were no grocery travellers on the road—in the Province of Old Canada, at least—before 1850, in which year Mr. Donaldson started from Montreal with horses and wagon to make his way to Penetanguishene and the St. Clair and Detroit frontiers, as a representative of D. & C. Darling. The firm of Gillespie, Moffatt & Co., of Montreal, was then doing a very large general business, keeping in stock groceries, dry goods and hardware. The first grocery house to send a travelling salesman out from Montreal was, we believe, Maitland, Tylee & Co. Grocery importers of forty years ago in that city included Hugh Fraser, Ben. Hutchins, D. Torrance & Co., Buchanan, Harris & Co., A. Urquhart & Co., Hon. John Young, J. & T. Tiffin, James Mitchell, Law, Young & Co., Rimmer, Gunn & Co., Cuvillier & Co., D. Masson & Co. The principal of the house last named used to say, "I have been doing business with Upper Canada since 1836, but have never been west of Cornwall." And a familiar figure linking the old days with late ones is that of Mr. William Kinloch, now probably the oldest grocer in Canada. He began as a grocer in Montreal in 1843, as one of the firm of Kingan & Kinloch, and has been continuously in business in that city ever since.

Many of the larger retail dealers in Upper Canada bought only from Gillespie, Moffatt & Co., who in turn took all their produce—wheat, potash, tobacco, staves, furs

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and disposed of it. Thomas Robb and other familiar New Yorkers used then to visit Canada regularly and sell teas, tobaccos, sugars, and other groceries, but no liquor. Those were the days when Canadian whiskey was 25 cents a gallon, so that imported liquors had no chance.

As long ago as 1830, the firm of A. W. Hart & Co. did a large grocery business in Montreal, and in 1836 Mr. Frederick Perkins was sent to Toronto to manage a branch business for them. When that firm closed at Toronto, in 1843, Mr. Perkins took over the business, and built, in 1845, his first warehouse on the south side of Front street, a part of the premises which Perkins, Ince & Co. now occupy. James Brown, jr., was then conducting periodical grocery sales in Toronto, and on the south side of King street, near the old theatre, Mr. McKay was carrying on a wholesale business for a Montreal house. Amongst the grocery firms of forty to fifty years ago, in Toronto, were Mitchell & Gear, A. V. Brown, Ogilvy & Co., George Michie & Co., Thos. Brunskill, George Munro, Hays Brothers, George Ewart & Co., Smith & Macdonald, J. A. Torrance & Co., John Hutchinson & Co. The City of Hamilton, which has always been strong in grocery houses, had in 1846 "ten wholesale importers of groceries and dry goods, five importers of hardware, and sixty-five taverns." Let us hope there was a mistake made by the chronicler about the number of taverns. It was in 1849 that Frank Smith—now the Honorable Frank Smith, one of Her Majesty's Ministers—began business on his own account in London, with "Perseverance and Courage" as his watchwords and his principal capital. He made good use of his time and energy before removing to Toronto in 1867. Edward Adams & Co. were doing business in London in 1848 or 1850. Brantford was then a lively town with a good trade. The Dougalls were doing a general business at Windsor, and John MacLeod had either then planted, or was about to plant his stores at Goderich, Sarnia and Amherstburg.

> "Who, in this age when all things go by steam
> Recalls the stage-coach with its four-horse team?
> Its sturdy driver—who remembers him?
> Or the old landlord, saturnine and grim?"

Why, plenty of people do. But all the landlords of our earlier days were not saturnine and grim, by any means. Many a traveller found, as the sage did, his warmest welcome at an inn. Daley's, at Kingston, and Storey's, at Napanee; the "Queen's Arms," at Barrie, the "Royal Exchange," at Chatham, the "Coffee House," at London, were old time hostelries of pleasing memory, and among those of later years, Caisse's Hotel, at Peterboro, was a musical palace on Sunday to a tired commercial, and the Queens, at Galt, had a kind welcome for him.

CANADIAN SPI

NORTHERN nations, they say, are prone to indulge in stimulants, and we are asked to remember Haco, King of Norway, and other instances of excessive drinking that resulted disastrously. A taste for alcoholic stimulants may be to some extent a matter of climate, or a matter of temperament. At any rate, the fondness of Germans for beer, of the Latin races for wine, of the British Islanders for spirits, has become proverbial. An ingenious mode of gauging the consumption of beer, wine, and spirits in Canada was adopted three or four years ago by the Dominion Statistician, Mr. George Johnson. That gentleman analyzed the Inland Revenue and other returns, and presented the result of his labors in a series of illustrations of imports, productions, consumption, failures, and what not. He shows how much "grog" we drink per man in this way:

An array of pewter tankards (colored grey), of spirit tumblers (colored blue), of wine glasses (colored red), the respective sizes of which show pictorially how much and what the dwellers in the different Canadian provinces drink per annum. In the Maritime Provinces it appears people drink more spirits than beer. Quebeckers drank, in nineteen years, 74½ gallons per man, viz.: 37 of ale, 32 of spirits, and 7½ of wine. Ontario people are fonder of beer, it would seem, for they swallowed in that time 60 gallons of beer, 20 of spirits, and 8 of wine per man, while British Columbians drank more of each per head than either. If we apply these proportions to the working out of a rough sum in arithmetic, we find the drink bill of Canada to cost her somewhat as under every year:

15,790,000 gallons beer, costing	$ 7,895,000
6,570,000 gallons spirits, costing	13,158,000
2,105,000 gallons wine, costing	5,790,000
24,465,000 gallons liquor, costing	$26,843,000

Only about one-fifth of this sum, however, is expended for foreign intoxicating beverages, for by turning to the Trade and Navigation Returns, we find that Canada imported in the twelve months ended with June, 1890, between two and three million gallons of ale, wine and spirits, the entry value of which was as set forth below:—

IMPORTS INTO CANADA FOR FISCAL YEAR 1890.

	Duty	Gallons.	Value
Brandy	$2 00	231,146	$399,802
Gin	2 00	581,998	222,030
Rum	2 00	134,074	56,574
Whiskey	2 00	209,847	229,636
Wine, still	28 to 67c. and 30 per cent.	569,000	464,000
" sparkling	$1.50 per doz. and 30 per cent.	21,332 doz.	170,917
All other spirits or wines		29,720	99,463
Cordials		22,589	36,484
Total spirits and wine			$1,678,906

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	Gallons	Value
Ale, beer and porter, in bottles - - - -	226,583	$167,778
" " in casks - - - -	150,073	47,753
Total ale, beer and porter - - -	376,656	$215,531

Adding the duty, ranging from 10 cents per gallon for ale in casks to $2 for spirits, etc. —we find the cost of imported liquors, spirituous or malted, to have been about $5,275,000. The rest (barring what was smuggled) is of our own production, so that we consume about $21,000,000 worth per annum of Canadian beer, whiskey and native wine. There is satisfaction in saying that we produce good beer and good whiskey, for even a teetotaller will admit that good whiskey is better than bad. Canadians have an advantage over the Americans in respect of the quality of their whiskey, and the English people recognize that our method of giving it age is an excellent one. Says *Trade*, an English journal published in the interest of the wine, spirit and brewing trades, in an article in its issue of July 5th, 1890 :—

" Age has its advantages, notably in whiskey. No other quality can equal that of maturity; nothing else can contribute to even the finest and purest whiskey the round, soft and mellow characteristics secured by genuine age. We have it on the highest medical authority that the use of pure and fully-matured whiskey is not only not deleterious, but is even very beneficial to the system. It is the raw, crude, and unadulterated spirits that work the mischief with one's constitution, and until our Legislature has made us as secure from this pernicious stuff as our Canadian friends are, we cannot claim for whiskey an unqualified position among beverages.

" In Canada there is a most stringent law in force, preventing any spirit from being sold until it has arrived at the age of two years, and to ensure this the Government retains it in its possession for that length of time after manufacture—a precaution that is not taken by any other government in the world."

It is true that the distiller, or any other person, may bottle whiskey in Canada away from the Government control; but to provide a much needed security to consumers, the Government permits distillers (and distillers only) to bottle under excise supervision the spirit in fact remaining in bond, and the process of bottling closely watched by officers until the official stamp has been placed over the capsule. As to beer and wine, which are safer beverages than whiskey, their consumption amongst us is growing, and we make them both very well, especially beer. What the British consul at La Rochelle told us lately about the quantities of wine made from barley and from currants, the coloring and ingenious handling of the spurious wine in millions of gallons, is enough to incline us to stick to our own good native wine, which is made from grapes.

FURNITURE

CANADIANS ought to be even more distinguished as woodworkers than they are. The wealth and variety of products of the forests to be found in the various provinces of our Dominion are enormous. Only recently have we awakened to the value of many of the woods produced in Ontario itself. Or perhaps it would be more correct to say that the public taste of both Americans and Canadians has discovered beauties in woods that were formerly neglected. Twenty years ago, for example, basswood, butternut, birch, were little thought of except for fuel; ash was more considered as a capital thing for bakers' ovens; walnut, alas! was even used in the old times for fence-rails.

Now-a-days it is found that Americans as well as Canadians appreciate the beauty and value of once-despised woods in matters of interior decoration. With walnut at $100 a thousand feet and but little of it left in the country, one must needs look for substitutes. The old-fashioned prejudice in favor of mahogany, walnut and other dark woods is overcome. Birch, once despised, is plentifully used. Ash, both white and black, is in steady request. Soft elm, rock elm, water elm, has each its value. Butternut, whitewood and chestnut find their place in school and church, bank and dwelling decoration, as well as household furniture. Cherry is now at the top of the list of Canadian woods for decorative purposes. Oak is the most largely used of all our woods to-day for furniture making, and strikingly handsome furniture it makes.

Forty years ago or so, the Hiltons in Montreal, and Jacques & Hay, in Toronto, made beautiful furniture of Canadian woods, and in more recent years exported it to England and Scotland. But the industry was trivial in extent at those periods compared with to-day.

Says Mr. Canniff Haight, in his *Country Life in Canada Fifty Years Ago*: "The furniture made no pretensions to artistic design or elegance. It was plain and strong, and bore unmistakable evidence of having originated either at the carpenter's bench or at the hands of some member of the family, in odd spells of leisure on rainy days. * * I have a clear recollection of the pine tables, with their strong square legs tapering to the floor, and of how carefully they were scrubbed. Table covers were seldom used, and only when there was company, and then the cherry table with its folding leaves was brought out, and the pure white linen cloth, most likely the production of the good wife's own hands, was carefully spread upon it. * * The old chairs which, in point of comfort, modern times have in no way improved upon, were also of home make, with thin, round legs and splint-bottomed seats, or what was more common, seats of elm bark, evenly cut and plaited." The Canadian householder of to-day wants something better—or at least something showier.

In the year 1891 a list of places in Ontario alone where furniture is made at wholesale, would include Guelph, Hanover, Wingham, London, Woodstock, Dundas, Hamilton, Str
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FURNITURE

Hamilton, Stratford, Bowmanville, Berlin, Belleville, Plattsville, Kincardine, Toronto. Houses in each of these places make for the trade, we are told, and have travelling salesmen out upon the road.

These commercial gentlemen visit the other provinces with sketches and catalogues or photographs—they cannot well carry samples—of their wares; and many small towns, not only in Quebec, but in provinces farther east, are supplied by dealers in Western Ontario. Competition is keen, and the recent appliances for dressing, turning, carving lumber, have so assisted to increase the output that prices have been cut down, else we should not see people ship such goods long distances by rail. While much of this is of course of a cheap quality, there is abundance of handsome furniture made. The designs used are mostly adaptations of American, and here is a branch of art to which our young students should give attention, namely, designing; for as the country grows, new and distinctively Canadian patterns will be looked for.

What is known as "quarter cut oak" is the wood most in vogue just now for dining and bedroom furniture, and walnut for these purposes is but little asked for. Then there is a "sixteenth-century finish" of oak that is very fashionable to-day in cabinets, etc. A "boom" may be said to exist in old-style furniture; fancy chairs, ancient pattern, grandmother's oak rockers, sell, as a dealer puts it, "like hot cakes." Fancy tables are made of cherry and stained a rich red. Very good imitations of cherry are made of birch, also stained. Bedsteads are ornamented with much carving, according to the purse of the customer, or if in that wood, are finished as "antique oak"—the degree of antiquity being perhaps indicated by the extra quantity of coloring rubbed in.

For parlor sets the materials which command the most constant request are silk brocatelle and silk tapestry. There are also many customers at present for what are known as Wilton rug sets, which are made up with Wilton carpet very tastefully and well. Silk plush as a material for parlor sets is dying out of notice. Gilt furniture is much favored in the States by certain rich people or flashy folk, but it has not become popular in Canada.

A branch of furniture making which has grown to large proportions is the manufacture of office desks or other furnishings, and the making of school furniture. This business may be said to be the growth of the last seven or eight years. School desks of neat patterns were made in Toronto a dozen years ago, but orders for them were rare. Since the public school authorities demanded them recently, however, the output has grown enormously. The idea of the present neat and compact desk, which displaces the huge, ugly (and unfailingly dirty and whittled) school desk of thirty years ago, seems to have been obtained from the United States. Ah! those old desks. What an honor it was to cut one's name or initials on them and to ink the carving unknown to the master! In the case of how many a lad at school was it true, as a New

England poet has said: "A constant listener there, he did not fail to carve his name on every bench and rail." We all love to go back to the fountain of youth. *The Autocrat* is right when he sings:—

> And he has told what [illegible]
> In spite of [illegible]
> The greybeard is a school-boy [illegible]
> And loves his school-boy [illegible]

But we must by no means omit to observe that there [illegible] inventions or improvements in this direction too. One firm in Preston has patents on

LEATHER, BOOTS A

THE growth of leather manufacture in Canada would furnish material for an interesting history, if there were room in this sketch. The forests of hemlock which are so extensive in different provinces offer tempting inducements for the use of the bark of this tree in tanning processes. Quebec and New Brunswick have furnished great quantities of hemlock bark to our own tanners, and the liquid extract of the bark has been sent in thousands of barrels to older countries. Many thousands of cords of bark have been shipped, and are still shipped, yearly to the United States from our eastern provinces.

Quebec has long held an important place as a producer of leather. Before 1859 a great share of the leather used in Canada, especially of the finer kinds, was imported from the United States, but in that year, says an article in *Le Moniteur de Commerce*, "the duty was raised from 12½ to 25 per cent., which had the effect of stimulating production in both Upper and Lower Canada of medium as well as coarser grades, while the Americans still continued to absorb most of the trade in finer qualities. But in the last ten years Canada has made progress in making special lines of fine goods."

Of late years Canadians have found market beyond the Dominion for their sole and black leathers. American sole leather, too, has found increasing sale in Britain and on the Continent. Canada's export of leather during the fiscal year ended with June, 1890, was $727,087 in value, and the boots and shoes and other manufactures of leather exported in that period was $152,314. The tanning industry employed in Canada 18,129 persons in 1881, with an output valued at $15,103,000.

The business of shoe manufacture was begun on a small scale in Montreal during 1828. At least this is the date given for it in Rev. A. J. Bray's *Canadian Art and Industry*. In a sketch of the period between 1840 and 1850, it is said that several persons or firms were then making "sole shoes," as they were called, the leather being cut from patterns and given out to fitters. Among those prominent in the industry then were Thomas Hawkins, Edward Thompson, G. A. Rolland, A. Lapierre, Wm.

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school furniture, as well, we believe, as on office desks, which are nowadays marvels of beauty as well as of convenience for a business man. Then there are chairs or stools to go with the school desks, and luxurious revolving chairs to go with the office desks. A firm in Toronto, we are told, manufactures also the opera chairs which are now so great and so comfortable a feature of public halls and churches. And there are several places in Canada where church pews and church fittings generally are manufactured to order on a large scale.

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Dangerfield, J. & T. Bell, Brown & Childs. The sewing machine and the various other labor-savers in this trade were to come into play at a later period. From 1855 to 1860 the shoe trade was a very active and prosperous industry in Montreal. At the close of the year last named there were twelve firms in the city whose united production in twelve months reached 2,000,000. The first firm to use steam power in their factory was Brown & Childs, followed by Smith & Cochrane, who had begun business in 1853. Mullarky & Co. built up a large business between 1860 and 1875; they, with J. & T. Bell, and many other firms, helped to make known the fame of Montreal as a shoe mart. The City of Quebec was early in the field, too. One of her firms, the Woodleys, introduced that marvel of the day, the sewing machine, into that city, and for the production of the cheaper grades of goods Quebec has made a name. In Montreal in 1881 boot and shoe establishments were numbered by the hundred; they employed 5,595 hands; and their output was valued at $6,860,000. The figures of the industry in that city are not smaller, but possibly larger, to-day. In fine goods, the houses best known are probably J. & T. Bell and Slater's Sons; in medium goods, Ames, Holden & Co.; the McCreadys, Lintons, Pophams, and Cochrane, Cassils & Co. These firms have supplied themselves with the latest and best machinery available, and we are told that the firm last named was the first in Canada to use the celebrated McKay sole-sewing machine, as well as the Bigelow Heeling Machine, and now the new Fisher Heeler. The Canadian product of boots and shoes in 1883 was valued at $17,220,000, and it employed 18,949 persons. As in other kinds of manufacture, the larger and more fully equipped factories tend to "eat up" the smaller ones, which accounts for the lack of success in late years of various municipally-subsidized small factories in different towns of Quebec Province. There are considerable boot and shoe establishments in every province, but well-directed private capital will in this, as in any other field of industry, be likely to overcome when opposed by co-operative or "bonussed" factories.

The wholesale shoe manufacture is a comparatively recent industry in Toronto. Up to 1847 there were, we believe, only retail shoe concerns in the city, but in the year

named a well-known Montreal house, Brown & Childs, established a branch of their wholesale business. Two or three years afterward, this firm established a boot and shoe factory in premises near where the Temperance Coffee House now is, next St. James' Cathedral. About 1855, E. R. Carpenter & Co. came from the United States and began a wholesale trade, mostly in American shoes. This firm afterwards became Sessions, Cooper & Co., and its style is to-day Cooper & Smith. The Toronto business of Brown & Childs passed into the hands, in 1855, of Childs & Brown, from Massachusetts, and next year the style became Childs & Hamilton, under which name Mr. W. B. Hamilton carried on the business for many years. In 1880 he associated with himself his present partners, under the style of W. B. Hamilton & Co. Some time "in the sixties" J. W. Damer & Co. went into manufacturing in Toronto; that firm afterwards became Damer, King & Brown, on Front street, then King & Brown; finally, as it is now, J. D King & Co., who removed their factory to Wellington street west. Other firms which have within the past twenty or thirty years essayed the boot and shoe manufacture were Henry Cobley & Co.; Gillyatt, Robinson & Hall; Walker, Evans & Co.; Edward Childs; John Holmes; but these five firms are now all out of existence.

By the use of ingenious modern machinery and by division of labor, the making of shoes has been greatly changed from the cramped and sedentary employment of a former day. As in the case of the hand-loom weaver, the shoemaker of the old school has had to succumb, and the factory furnishes foot-wear for the million. First the sewing-machine, then the machine pegger, then the Mackay sewer, the screw-wire machine, the Goodyear machine, has come in turn to facilitate production. But few parts of the construction and finish of a shoe now remain for which some machine has not been invented to take the place of laborious and deft human fingers. That marvel of ingenuity, the "cack" turn-machine, is no longer novel, but the screw-wire machine remains a puzzle to the novice. Fitting must still be done by hand, but machines are in these late days found for pegging, sewing, stitching, heeling, burnishing, eyeletting.

There are many well-to-do persons in Canada, principally men of English tastes, who are satisfied with nothing but hand-made boots, but the vast majority of women and children, as well as the farmer, and the artisan and laborer, depend upon the shoe factory. American patterns predominate among the finer sorts of foot-wear, and considering the enterprise and taste of the Americans in this direction, we cannot wonder that they do.

This branch of manufacture has not been without its difficulties, as indeed is attested by the large number of firms which have essayed it during the last quarter century and the small number which survive. Twenty years ago the Crispin Society, a secret organization of boot and shoe operatives, undertook to dictate terms to employers, as to hours, prices, persons and what not connected with the trade. The employers stood it for a while, but at last several declared their freedom from such shackles, and their determination (1871) "to employ whom they pleased and themselves to regulate bills and wages." Nor has the industry been free in later years from attempts at dictation by employés.

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Another menace to the prosperity of this manufacture in the west in recent years is the extreme competition which it has to sustain. Another still more potent factor comes to be added. This is the cheaper labor of the French Canadians. It is growing more and more difficult for Toronto, Hamilton and London shoe producers to compete with the cheaper labor of Montreal, and especially Quebec. Still for all such drawbacks as these, the fact remains that the wholesale trade in boots and shoes is larger at Toronto to-day than it was ten years ago. Quite recently two firms removed their factories from Hamilton to the former city, while another firm has recently been constituted in Toronto.

FOREIGN TRADE

THE Census Returns for 1891 being not yet available, a number of features of Canadian industry cannot be presented. But we can obtain some interesting statistics from the Trade and Navigation Returns. The aggregate foreign trade of Canada for the fiscal year ended 30th of June, 1890, amounted in value to $218,607,000; and consisted of exports valued at $96,749,000, and imports valued at $121,858,000, of which $112,765,000 worth were entered. Dutiable goods constituted seventy per cent. and free goods thirty per cent. of the total imports, while the total Customs duties collected amounted to $24,014,000, the average rate of duty being over twenty-seven per cent.

A table will show conveniently the countries to which we sent our products, and the countries from whence most of our imports came during the last year for which figures (in round thousands) are available:

Exports in 1890 to		Imports entered in 1890 from	
Great Britain	$48,354,000	Great Britain	$43,390,000
United States	40,523,000	United States	52,292,000
West Indies	2,719,000	West Indies	3,089,000
South America	1,552,000	South America	1,004,000
Newfoundland	1,186,000	Newfoundland	470,000
Germany	507,000	Germany	3,779,000
Australia	471,000	Australia	.....
France	279,000	France	2,615,000
Portugal	207,000	Portugal	84,000
Italy	81,000	Italy	163,000
Spain	70,000	Spain	322,000
China and Japan	61,000	China and Japan	2,100,000
Belgium	42,000	Belgium	721,000
Holland	1,000	Holland	422,000
Switzerland	.....	Switzerland	316,000
Other countries	696,000	Other countries	1,998,000
Total exports, value	$96,749,000	Total imports, value	$112,765,000

Our Telegraph

THE business of electric telegraphy, while its origin is not too remote to be within the memory of persons still living, has undergone considerable change during the five and forty years that have elapsed since its founding. Different European inventors have laid claim to the discovery of the possibility of exchanging signals through a long wire by means of an electric current generated by batteries. Wheatstone, Bain, Ampére, and Morse, are names intimately connected with commercial telegraphy, but the father of the system, now so familiar on this continent, is generally acknowledged to be the late S. F. B. Morse. He it was who invented the code of signals now in such universal use in America, and he erected the first rude mechanism and line from Baltimore to Washington, which fifty years ago transmitted the historical message, "What hath God wrought!"

Canada was not behindhand in adopting the lightning as a messenger of commerce, for in the year 1847 we find the Montreal Telegraph Company founded, with a capital of $60,000 and sixteen offices on a single-wire line between Quebec and Toronto. The receipts for the entire line for August that year were £7 ($28) per day; for September, £9; for October, £16; for November, £18; decreasing in December, when navigation had closed, to £13. Fifty dollars a day was the average then—thirty years later it was seventeen hundred and fifty. From Toronto to Montreal a message cost, at first, 3s. 9d., Halifax currency, and to Quebec, 4s. 6d., or ninety cents. In 1853 the tariff from Toronto to Chicago was 5s. 3d., or $1.05 for ten words.

Machines for registering the signals upon a strip of paper, moved by clock-work, were used in the early days. "Sounders" were not then in use, for "taking by sound" was as yet undiscovered. An operator had to keep his eye on the tape and transcribe the despatch, interpreting the dots and dashes therefrom, besides keeping the massive, laboring, brass machine wound up as the weight ran down. The scientific, hardly less than the popular mind, was puzzled when in 1851 it was demonstrated that an expert telegrapher could read the signals by the sound which the instrument made in marking the paper, as correctly as by using his eyesight. The first person in Canada to perform this feat was, we believe, Mr. Ben. B. Toye, now electrician of the Great North Western Telegraph Company in Toronto. Great has been the strides from the methods of those days. There are sounding relays, switches, repeaters, and a great variety of appliances devised of late years. Then there is the duplex system, succeeded by the quadruplex, and now even the sexuplex; this last invention has put into actual working the apparently impossible, for by its use not two or four only, but six messages can be sent *at once* over the same wire.

Forty years ago, Mr. O. S. Wood was president of the Montreal Telegraph Company, Mr. James Dakers, its secretary, and Mr. H. P. Dwight, the Toronto agent. Among those connected with the working of the Company in those days were George

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Smith at Quebec, William Smith at Montreal, C. K. Ogden at Three Rivers, Isaac D. Purkis at Prescott, H. D. Morehouse at Kingston, J. T. Townsend at St. Catharines, Norman W. Bethune at Troy—for then, as now, the Montreal Company had lines in what Howells, the novelist, calls "the Greek and Roman portion of New York State." Mr. I. D. Purkis was a well known telegrapher as far back as 1852, first with the Montreal Company, later with the B. N. A. Company, and within a decade or two, with the Dominion Company.

Among the "old timers" in Canadian telegraphy is Mr. William Cassils, for many years superintendent of the M. T. Co. at Quebec, and more recently one of its directors at Montreal. Some of his reminiscences are very interesting. Speaking of 1850, he says: "In those days, before Victoria bridges or sub-marine cables, the St. Lawrence and Ottawa Rivers were crossed by wires suspended from great heights. To maintain these crossings was a hazardous and expensive operation, for every gale of wind or storm of sleet brought down the wire. In 1852, by permission of the Imperial Government, masts 215 feet in height were erected on St. Helen's Island, in the St. Lawrence, corresponding ones being placed on the mainland, near Molson's brewery in Montreal. A light wire was stretched on these, and all the shipping in the harbor passed under it. In winter, when the river "took," the wire was lowered to rest on temporary poles stuck in the ice. The lines across Niagara River, too, were iron wires strung from masts. Not till 1854 did well constructed cables come into general use, when the use of masts in crossing rivers was abandoned.

"In 1854 the first steam vessel of the Allan Line, the 'Canadian,' reached Quebec. Five years later the steamers of this line were running weekly, and a telegraph wire was built to Father Point, Que., to handle European despatches for the New York Associated Press, Mr. Robert F. Easson being the first operator at that then remote point. By 1866 the laying of the second Atlantic cable had shorn Father Point of its importance, except as a pilot station and light-house. Mr. Edwin Pope, now telegraph superintendent at Quebec, entered that office as a student in 1854." The Montreal Company acquired by purchase early in 1865 all the lines on the north shore of New Brunswick, from Sackville to Campbellton, and built a line *via* the Metapediac Valley, thus forming a new route from the west to St. John and Halifax.

There was opposition in Canadian telegraphy at an early day. While the Montreal was the parent company, a line through Hamilton from Niagara Falls to Toronto was started about 1850; then the Provincial, engineered by a man named Snow; a line from Hamilton to London; the Montreal and Bytown Company; the B. N. A. line; the Grand Trunk Telegraph line, from Montreal to Quebec *via* Sherbrooke (no connection with the Grand Trunk Railway). All these existed during a period from 1850 to 1866, but the Montreal Company acquired most of these.

When the wires of the Montreal Company had reached an extent of say 20,000 miles, the Dominion Telegraph Company was organized, by Toronto gentlemen mostly, in 1871, and proceeded to establish a system of wires to the principal places in Ontario and Quebec. By 1878 it had extended its lines to the Maritime Provinces, and at the close of that year boasted 492 offices, which was creditable to its enterprise and push. But in an evil hour its management decided, as a tool for popularity and business, to reduce rates between its most distant points in Ontario and Quebec, from 25 cents the figure at which the older company had voluntarily placed its tariff—to 20 cents for ten words. This, considering the enormous distances, as many messages had to be sent, was too low a rate, and both companies lost money. They were crippled, indeed, and could not afford to make much-desired extensions into new territory. In 1880, therefore, the Dominion Company leased its lines to the Western Union Telegraph Company, the extensive and wealthy concern that had covered the United States with its wires. In the next year the Montreal Telegraph Company handed over its wires under lease to the Great North-Western Telegraph Company, a Canadian organization, with head offices at Toronto, of which Mr. Erastus Wiman is president, and Mr. H. P. Dwight, managing director. This company at the same time arranged to sublet the Dominion Company's wires from the Western Union, and for the last ten years it has worked the extensive system of lines erected by both these companies—40,000 miles of wire and 1,700 offices—spreading over five provinces of the Dominion and parts of New York and Michigan, besides erecting considerable additions to them. It restored the rate to 25 cents per ten-word message, with even lower night rates, and a rate of 15 cents between places 12 miles or less apart.

The Western Union Company of the United States sends a telegram five hundred miles for a quarter-dollar; and this we are told is considered a marvel of cheapness. But the Great North-Western Company of Canada sends a message over twelve hundred miles for a quarter-dollar, which is surely the cheapest telegraphy in the world. Nowhere on the European continent, at any rate, is there so low a tariff, distance considered. And twenty-five cents is the maximum rate. The Vice-President and General Manager of this Company, Mr. H. P. Dwight, has been connected with telegraphy in Canada since 1847. He was long the Western Superintendent of the Montreal Company, and to his foresight and energy much of this remarkable development is due. This company controls some 4[illegible] miles of wire, besides its own wires in Manitoba. Its foreign connections are the Western Union Telegraph, and the "Anglo," "Direct," "American," and "French" Cable Companies.

But this Company, too, has felt severely of later years the effects of competition. Its live, modern, and aggressive competitor is the Canadian Pacific Telegraph. The charter of that great railway contained a clause enabling it to do commercial telegraphy, and this was taken advantage of with all the promptness and thoroughness that characterizes the President, Mr. Van Horne, himself a former telegrapher. In September, 1886, the C. P. R. Telegraph was opened for business, with 140 offices in Ontario, 2 in Quebec, 90 in Manitoba, 100 in the North-West Territories, and 34 in British Columbia,

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366 offices in all. But in five years' time these figures have been entirely changed, for we are told that the C. P. R. people have now 6,500 miles of telegraph poles, stretching from Canso on the Atlantic to the shores of Vancouver Island on the Pacific, 850 offices, and a total wire mileage of 27,500 miles. It has connections in the States from Maine to California, by means of the Postal Telegraph, the Pacific Postal, the Michigan Postal, the Commercial Union, Rocky Mountain and Puget Sound Telegraphs, while its connections are the Commercial Cable and the French Cable.

The price of messages is 25 cents for ten words in Ontario, and 75 cents between Montreal or Ontario points and Manitoba; to Assiniboia or Saskatchewan Territories the price is $1.00; to Alberta or British Columbia, $1.25. Mr. C. R. Hosmer, now General Manager of the C. P. R. Telegraph, must have begun business life young, for starting "in the sixties" with the Provincial Line, he worked for years with the M. T. Co., and afterwards with the Dominion Line, and he still passes for a young man, as he certainly is an energetic one.

Besides the systems we have mentioned, and the lines of the Western Union Company erected long since in Nova Scotia and New Brunswick, there are 3,000 miles of telegraph line in parts of Canada where enough custom cannot be secured to justify commercial companies in maintaining wires. Such, for example, as along the remote stretches of the St. Lawrence near the sea, and in the North-West Territories far back from the Canadian Pacific Railway. In these districts the Canadian Government maintains lines, and in the east a series of cables in the interests of the mercantile marine and for transmitting intelligence as to the weather and the fisheries.

The total wire mileage of all the telegraph systems of Canada is about as under:

Great North-Western Telegraph Co.,	40,060	miles.
Canadian Pacific Telegraph,	27,500	"
Western Union Telegraph,	7,492	"
Government Telegraphs,	3,043	"
Total,	78,095	"

The rates charged in Canada for telegraphy are the cheapest in the world, when we consider the great distances traversed by the lines and the difficulty of maintaining them through great forests or over great stretches of mountain and prairie. The climate offers many difficulties; not only snow-storms and wind-storms are to be dreaded; frozen ice is the most dangerous foe to the repairer, for its weight drags down the wire. A single sleet-storm in the Eastern States in 1882 cost the companies $300,000 to replace the hundreds of miles of poles and wires wrecked.

The telegraph repairers in Canada are generally French Canadians. With the pluck and hardihood which is their characteristic, these gangs of men make their way, constructing lines or repairing them, through swamp and forest, through town and hamlet, roughly clad, simply fed, with an endurance and a celerity that reminds one of those historic sailors-of-the-forest, the *coureurs des bois* of Parkman.

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LETTERS PATENT FOR

THE origin of Letters Patent for Inventions dates as far back as the Statute of Monopolies in the reign of James I., by which statute exclusive rights were given to the first and true inventor of a new manufacture for a term of fourteen years, provided it was not contrary to law or mischievous to the State. A patent for a useful invention is not under our law, nor, indeed, under the law of England or any foreign country at the present day, the grant of a monopoly in the sense of the old common law. It is the grant by the government to the originator, discoverer, or inventor of a new and useful art, machine, manufacture or composition of matter, or any new and useful improvement thereon, of the exclusive right, for a term of years, of practising that invention. The consideration for which this grant is made by the Crown, is the benefit to society resulting from the invention, which benefit is conferred upon the public by the inventor: first, by the immediate practice of the inventor under the patent, and secondly, by the practice of the invention or the opportunity to practice it, which becomes public property on the expiration of the patent.

The history of patents in Canada begins in 1824, when the first patent was issued on the 8th of June to one Noah Cushing, of the City of Quebec, for a washing and fulling machine. From that date up to the year of the Confederation of the Provinces, there were only 1,866 patents issued, and these comprised the patents issued by each of the provinces or colonies, which before that period had a separate Patent Act of its own.

Since Confederation, however, a great increase has been made in the number of patents taken out in Canada, nearly 40,000 patents having been issued since then. Our valuable manufacturing, lumbering and mining industries, fostered and protected by the National Policy, have in a large measure stimulated the progress of invention in this country, and it may safely be said that the sons of this fair Dominion have produced inventions the importance of which is in no degree inferior to those of our neighbors south of us.

Such is the enterprise of Canadians that patents for important inventions are now being taken out by them not only in Canada, the United States and England, but in the various colonies of the Empire, and in many foreign countries.

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Patents are granted in Canada for a term of fifteen years. The first Government fee is $20, which fee protects the invention for five years, two further fees of $20 for each succeeding five years being requisite in order to protect the invention for the full term. It is therefore necessary to pay the first fee in order to obtain the patent, and the subsequent fees in order to keep it alive the full term. Two other requisites are necessary in order to keep the patent alive, namely, the article covered by the invention must be manufactured within two years from grant, and it must not be imported for more than a year. Specifications, drawings and model are required to be sent to the Canadian Patent Office before a patent will be granted, and such is the importance of having inventions thoroughly covered in order to protect the inventor from infringement, that special experts are employed by inventors, so that their applications may be prosecuted to a successful issue before the Patent Office. It is essential that men having a legal as well as a mechanical experience should be employed.

Many people are in the habit of not only thinking of, but speaking of inventors as cranks. But when one considers the advantages reaped from the indomitable energy and perseverance of such so-called cranks, it must be confessed that to that class of the community we are more indebted than to any other.

Lord Bacon corroborates this statement in the following :

" The introduction of great inventions appears one of the most distinguished of human actions, and the ancients so considered it ; for they assigned divine honors to the authors of inventions; but only heroic honors to those who displayed civil merit, such as the founders of cities and empires, legislators, the deliverers of their country from lasting misfortunes, the quellers of tyrants and the like. And if any one rightly compare them, he will find the judgment of antiquity to be correct ; for the benefits derived from inventions may extend to mankind in general, but civil benefits to particular lands alone ; the latter, moreover, last but for a time, the former forever. Civil reformation seldom is carried on without violence and confusion, while inventions are a blessing and a benefit without injuring or afflicting any."

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